

MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXII No. 19
WEEKLY.

BALTIMORE, DECEMBER 3, 1897.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE
Manufacturers' Record Publishing Co.

RICHARD H. EDMONDS, President.

OFFICE: MANUFACTURERS' RECORD BUILDING,
BALTIMORE.

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Plain Facts in Politics.

One of the greatest needs of the South is politics. That statement may be disputed in some quarters until politics is defined. Webster gives several definitions of politics. One is, the science of government; another is, the advancement of candidates to office. The South has too much of the latter and not enough of the former. Hence the ills which are its portion. The situation is aptly described by Charles W. Dabney, president of the University of Tennessee, and late assistant secretary of agriculture. In an article chiefly for farmers in the "Southern States Farm Magazine" of Baltimore for December he writes:

The road that passes your gate, the school your children go to, the church you attend Sunday, your village and its every interest require your earnest and conscientious attention and support. Why should politics influence you in deciding who shall survey the road or select the teacher or keep order in the village? And yet, eight times out of ten, the party convention or boss will decide your vote even in the selection of a school director. For your own home interests you want the best, most efficient and most faithful person in each place. But for the sake of helping to maintain an organization which aims to elect a congressman once every two years, or a governor once in four, you will sacrifice interests that affect the prosperity, comfort and intellectual and moral advancement of your family as these officers can never do.

There is a volume of suggestion in that paragraph. It appeals not only to the influential class of men upon whose success rests the prosperity of the South, but also to every man of whatever condition who has the welfare of his community at heart.

The science of government implies in a republic the choice by the people of representatives who will bend all their energies to the advancement and betterment of their constituents. This duty is as much incumbent upon a school trustee as upon the governor of a State or a President. It means the politics of invigoration.

The advancement of candidates to office, in too many instances in the South, is the politics of suffocation. It implies the ability to handle a

nominating caucus by hook or by crook, and not a purpose to give good schools, good roads or good government to a community. Such a purpose demands capabilities that are alien to the average politician. It is easier to throw sand in the people's eyes than to give them roads free from dust or mud. It is easier to prate in wild rhetoric about partisan or sectional text-books than to select teachers fit to make a school valuable. It is easier to attribute bad administration to the faults of the opposition than to remove the fester in the dominant party.

For the politician has trained his constituents into the belief that upon the success of party depends the very salvation of the individual. The stress of grievous conditions a generation ago was a strong foundation for such a doctrine, but that time has passed. There never was a time, however, when it was true that the preservation of civilization could be possible only in the retention of particular individuals and their friends in public office. As a matter of fact, that was exactly the result of a preaching of the doctrine of self-preservation. Now it is practically the doctrine, and to maintain it the politicians teach by their actions that it is more important for a justice of the peace to be a strict party man, that is, a loyal adherent of themselves, than to be possessed of a knowledge of the law or common sense.

This canker, which reaches to the very vitals of a community, paralyzing the energies which should be excited in the choice of competent representatives, comes to the surface even more threateningly in legislative bodies.

There is growing discontent with an election law, the impetus coming from those citizens who have been brave enough and independent enough to break away from a public sentiment false and injurious in its origin, but assiduously cultivated by the machine. The machine proposes to reform the ballot. Instead of boldly taking the bull by the horns, as was done in Mississippi, and eliminating from the suffrage elements of ignorance which menace the peace of the State in politics, the habit, too often, is to make a compromise or to frame a law that will enable the politicians to juggle the ignorance upon which they thrive. In this practice are the germs of laxity in public morality.

Discontent with existing industrial conditions incline the people to encourage the entrance into the State of fructifying capital. They see the good effects of liberal legislation on the subject of investments in other States, and realize the evil consequences of laws placing foreign capital upon an inequality with home capital. The politician has his opportunity in this unrest, and frequently manages to wrest victory from the very agitation that would send him into obscurity. His safety is in bad laws. Demagogery

lives and moves and has its being in the maintenance of evil because it is local and has stood for many years. With a pocket full of passes the marplot denounces the railroads and tells the people that they should "strangle the octopus;" that they should compel passenger and freight rates to be fixed to suit them without reference to the effect upon the railroads. "Let the railroads go into the hands of the receivers," he argues. "What do we care? Let the investors lose their money? That's none of our business. We are showing the people that we shall ever be their defenders against hydra-headed monopolies and soulless corporations. What are we here for?"

To retain their hold upon public office and the opportunities in it for plunder, the unscrupulous politicians play upon passion, prejudice and ignorance to the detriment of his State until in desperation the progressive element leads a revolution instead of assisting in an evolution, and the last state of that community is worse than the first.

But an end must come to such politics. The intelligence and enterprise of the South and the friends elsewhere of the South are encouraged for the future by the events of the recent past. In many cities of the South are powerful influences at work for the growth of a healthy public sentiment that will send the demagogue permanently to the rear. For several years the Richmond (Va.) Times has been contending for honesty and purity of the ballot in the face of many difficulties and on the high ground of public morality. Only the other day the Charleston News and Courier made the record of crimes of violence in South Carolina the text for a magnificent plea for the development of an opinion that will prevent such crimes by compelling swift and certain legal punishment. The Atlanta Journal, the New Orleans States, the Galveston News and the Louisville Courier-Journal are among other newspapers which lead in the crusade for a higher tone of public thought and a broader scope of public action. They have a constantly-increasing number of followers, and their persistency will have its good effect in time. There is no reason why every newspaper in the South should not take an active part in the propaganda. Viewing the matter from a purely materialistic standpoint, the campaign for public morality in the South would mean temporary loss for some newspapers, but in the end it would be to their advantage.

The disappearance of the demagogue would remove a great incubus from some of the press, as well as from the community, and with a free press and a free legislature the State would be in a position to reach a phase of development impossible at present in spite of magnificent resources. Its people would be encouraged to exert themselves to the uttermost, and their efforts would be supplemented by capital from outside, willing, anxious, to find safe fields for investment. Pol-

tics would cease to be the striving for office; it would become the increasing of the strength of the State, the complete exploitation of its resources and the enhancement of the happiness of its citizens.

Congress and the South.

As a great part of the republic, the South is deeply concerned in the coming session of Congress. It is to the South's interest that the financial problem be settled upon a sound and safe basis; that the banking system be adjusted to meet the demands of changed conditions; that nothing be done to arrest the influences to prosperity which have been developed during the past four or five months. That a political, social and industrial millennium will result from the legislation of the next months no one believes. But Congress has within itself the power to hasten the improvement of affairs in the country in which the South will share.

But there are three measures of particular moment to the South to be considered. They are the improvement of the Mississippi river, the placing of quarantine under Federal control and the establishment of a government armor-plate plant.

At the extra session the Senate committee on commerce was charged to report on the opening day of the regular session upon the following points:

First—What are the causes of the disastrous floods in the Mississippi river and its tributaries, and how can such floods be prevented or diminished?

Second—If such floods are the result to any extent of the destruction of timber upon or near the headwaters of said river and its tributaries, what measures should be adopted to prevent such destruction, and whether reservoirs to hold the water caused by rain or the rapid melting of snow on or near said headwaters should be constructed to prevent the floods caused by the sudden precipitation of the rain or snow water into the streams flowing from the regions where the sources of the Mississippi and its tributaries are located?

Third—Whether said reservoirs, if their construction should be deemed necessary for the purposes before set forth, could not also be utilized for the irrigation of arid lands in the vicinity of such reservoirs.

Fourth—Whether the outlet system by which it is proposed to furnish avenues through which the waters of the Mississippi river can escape in times of floods is practicable or expedient.

Fifth—Whether the present system of improving the Mississippi and Missouri rivers, under which it is sought to confine the water within the banks of said rivers by means of levees, and by such levees, together with jetties at different localities, to increase the erosive power of the current so as to protect the banks and deepen the channel, should be continued.

Sixth—What has been the effect upon navigation and commerce of the jetties at the mouth of the Mississippi river, and what is the present condition of said jetties and their probable future?

Seventh—Whether the Mississippi and Missouri river commissions should be continued in existence, and, if continued, what amendments should be made to the statutes creating such commissions and defining their duties and powers?

Eighth—What legislation is necessary to prevent the enormous destruction of property by floods in the Mississippi river and its tributaries, and what amount of money

should be appropriated by Congress for the establishment and maintenance of systematic improvements and safeguards for said purposes?

The flood of last spring affected more than 15,000 square miles in five Southern States, containing a population of 400,000, and farms and improvements valued at \$65,000,000. The loss was enormous. But the fact most worthy of attention was that the safe navigation of the Mississippi and the security of life and property in the lower valley from floods originating a thousand miles away can only be maintained by a power which may exert itself in twenty-seven States and three Territories upon definite, far-reaching and uninterrupted lines. That power is the Federal government.

Of wonderful recuperative ability, the Mississippi Valley States had hardly obliterated many of the effects of the flood when they and other sections were threatened by an invasion of fever. That it did not become more prevalent was not because there was any system of sufficient force to keep it at bay and to prevent its finding lodgment in this country. That more damages to the South was caused by panic than by the fever was because the people realized the absence of a proper preventive system. A bill will be presented in Congress to place quarantine under Federal supervision. In all the discussion of the subject during the past month, no reasonable objection to the plan has been advanced that did not directly or indirectly find its basis upon the doctrine of State sovereignty. That indeed is scarcely reasonable. State sovereignty cannot check a Mississippi flood or nullify yellow fever. The menace from without is not greater than that from within. That thought should lay the politico-philosophical ghost.

In return for the aid of the government in protecting it from flood and fever the South can offer a most suitable site for a plant that will contribute to the protection of the whole country. The armor-plate board has seen in the South a region where the material for the defences of the land may be secured at a minimum cost and in safety from foreign invasion. It may be that Congress shall not see fit to authorize the establishment of such a plant, but if it is to be built the South is the place for it, and Southerners should be a unit in securing it.

In the discussion of other matters party politics may and undoubtedly will play a leading, though unnecessary part. Under existing conditions of national life, with great masses of the people practically ignorant of the needs of others in spite of the unifying tendencies of the railroad and the telegraph, with sectionalism of one kind and another asserting itself in spite of solemn warning of the press, and with the demagogue skilfully dividing the people for his own salvation, it is almost impossible to save material questions from the blight of partisan strife and selfishness. There will be differences of opinion on certain subjects among Southerners, but there is no valid reason why there should not be harmony in dealing with the three special measures, and if they are united themselves they will undoubtedly be able to secure the co-operation of men of other sections who know that the prosperity of a part is for the welfare of the whole of the country.

The lower house of the Georgia legislature has shown wisdom in voting

down a bill to declare gold contracts illegal. The practical reason advanced by a leading opponent of the political measure was that Georgia people borrowed British money, and that gold contracts were required of them.

The Convict Question.

As a sequel to a poll of 107 members of the Georgia assembly, the Atlanta Journal believes that legislation on the subject of convicts will provide for a five-year lease of the able-bodied convicts, with State control of guards and physicians, the lessees to feed, clothe and shelter them under State regulations and inspection; that there will be a farm for the women, the boys and the aged and infirm convicts, this farm to be, perhaps, a nucleus for a penitentiary after five years; that there will be no reformatory school, but moral restraints may be prescribed for young convicts on the farm; that there will hardly be any State inspection of misdemeanor convicts, and that felons will not be worked on public roads.

The interviews show a divergence of opinion about details, but a general sentiment that something should be done to solve a problem which is not confined to Georgia.

It seems, in view of the increasing agitation for good roads in the South, that the State might find in road improvement a means of meeting many of the convict difficulties. The plan at one time discussed in Maryland, of hiring misdemeanor convicts to the counties, is rather a makeshift, as the expense would ultimately fall upon the taxpayer.

But if roads may be improved, and at the same time the rate of taxation be lightened, a more general endorsement of the good-road scheme would be had. Nowadays the theory about the employment of convicts involves an effort to prevent them from competing with free labor while producing economic results. But it is believed that it is possible to give practically all the prisoners in a State employment, so as to place the penal system nearer the self-supporting stage, and to deter from misdemeanor without interfering with other labor. Methods must vary in different sections. But the germ of plan, which may be developed according to circumstances, is had in a suggestion of Mr. J. B. Nevin, of Georgia, that the short-term convicts might be put upon the roads and the long-term convicts put in a central prison and there do such work as will contribute to the support of the road workers and their equipment.

In spite of the improvement in prison methods, the growth of the policy to substitute reformation for punishment and the efforts to diminish crime by removing its causes, the day is very distant when there will be no criminals or offenders. It will be hastened, though, with the adoption of methods whereby the work of prisoners may reduce the cost of their maintenance to the minimum. At first road improvement by their labor may not appear to have such a tendency. But better roads mean more valuable land and a lower proportionate tax expense in one direction, while a scientific adjustment of indoor and outdoor work by convicts will reduce the cost by taxation of their support, and also, perhaps, act as a deterrent of the increase in their number.

The fall trade edition of the Chattanooga News is a thorough exposition of the achievements of the enterpris-

ing city of East Tennessee, and an example of modern methods of high-class journalism in which its home city and its section take a just pride. The existence of such a newspaper as the News does much to explain the excellent showing made for Chattanooga.

On another page are presented the views of Postmaster-General Gary on the proposed postal savings depository system, with special reference to the South and West. The Postmaster-General, as is well known, is deeply interested in the success of the project if authorized by Congress, and he is heartily in favor of any legitimate measure for the benefit of the South, for which he stands in the cabinet. From statistics comparing the banking facilities of different sections, the argument is made that savings banks appear to be the nursery for other banks; that neither time nor fertile soil is as potent for the accumulation of wealth as the habit of saving, and that the more effective means of cultivating that habit is to furnish opportunities for saving profitable. Already there is a strong sentiment in the South favorable to the Postmaster-General's scheme, though there are critics of it, and hence his expressions on this particular line, given at the request of the Manufacturers' Record, will attract wide attention.

THEY KNOW A GOOD THING.

Examples of the Results of Judicious Advertising.

Among the letters received recently by the Manufacturers' Record are the following, which illustrate the advantages in using its advertising columns. Mr. W. S. G. Campbell, of W. D. Forbes & Co., engineers, 1300 Hudson street, Hoboken, N. J., writes:

"I certainly have a high regard for the Manufacturers' Record personally, and can say the same for W. D. Forbes & Co. Mr. Edmonds's able editing assures the readers in advance of the subject in hand being tersely and forcibly handled, however much they may disagree as to the conclusions. The points at issue are invariably well chosen and broad in their scope. Articles from other pens are worth reading, being well selected. While championing the South, you do not allow yourself to be blinded to its faults, taking broad views under discussion, narrow and petty views being exposed. All that has been referred to make the Manufacturers' Record readable, and if readable, a good medium for advertising display. A large proportion of inquiries come through the means of our card in your paper, and we have no reason to complain of your good work."

Mr. William S. Haines, president of the William S. Haines Co., 136 and 138 S. Fourth street, Philadelphia, Pa., sole agents for the Heintz apparatus in the United States and Canada, writes:

"We wish to take this opportunity of advising you that the advertisement which has been appearing in your paper for the last six months has resulted in sales far in excess of anything that we anticipated. We knew your journal was a good one, otherwise we should not have placed the advertisement with you, but had no idea that it was as far-reaching and carried as much weight with its readers as the results have proven it to be.

"We think that we can state, without exaggeration, that we have received orders and made profit upon those orders to several times the value of the money paid you.

"We can, therefore, frankly say that in all probability as long as we continue in business we shall hope to have our card appear continuously in the Manufacturers' Record.

"Your methods of doing business and the interest that you have in your advertisers must, of necessity make your paper valuable, and we are more than gratified that we selected your medium among the very first-class journals in which to advertise."

The Proposed Dry-Docks.

The recent article in the Manufacturers' Record relative to Baltimore harbor as a site for one of the government dry-docks has aroused considerable interest in Baltimore and vicinity. It was stated in the article that among those who had become interested in the matter were Senators Gorman and Wellington, of Maryland, and Senator Elkins, of West Virginia. In a letter to the Manufacturers' Record Senator Elkins states that he is in favor of the location of the dry-dock at Baltimore, provided the report of expert examiners is favorable. In discussing the subject he says: "I think, so far as location is concerned, it would be the best place in the country. I do not care to say more at this time, because the matter may come before Congress at its present session."

In his annual report Hon. J. D. Long, Secretary of the Navy, states that the government has received a proposal from the Newport News Shipbuilding & Dry Dock Co., offering to construct a dock of the largest size at once, provided it receives assurances that the government will utilize it for naval vessels. The Secretary, in his report, recommends the construction of a dock at Boston, also that one of the timber docks in New York be widened enough to accommodate the largest size battleships and that the dock at League Island be improved in the same manner. He favors the enlargement of one of the Norfolk docks, also the construction of a wharf at Port Royal, and a steel dock at Algiers, opposite New Orleans.

Baltimore's November Exports.

During the month of November sixty-five steamships and six sailing vessels carried from Baltimore to foreign ports cargoes aggregating \$7,494,566 in value. Among the exports were 2,244,578 bushels of corn, 394,484 bushels of rye, 1,365,285 bushels of wheat and 801,690 bushels of oats. The shipments also included 7,207,546 pounds of lard, 3,600,000 gallons of petroleum, 3092 cattle and 1224 sheep.

Important Mining Company.

The Northern Pacific & Alaska Mining, Transportation & Trading Co., which was recently alluded to in the Manufacturers' Record, has secured a charter under the laws of West Virginia. Its capital is \$2,500,000. The directors include Henry A. Parr, John K. Cowen, Christian Devries and others, of Baltimore.

A bill has been introduced in the Georgia legislature providing for exemption from taxation for a period of ten years all factories costing \$50,000 which may in future be built in the State, or all factories already located there which may make additions to their plant costing as much.

Rogers, Brown & Co., of Cincinnati, Ohio, present this week to the public their calendar for 1898. It is highly illuminated by colored lithographic work of unusual merit, with the iron trade fully represented in allegory.

THE POSTAL SAVINGS DEPOSITORY PROJECT.

Postmaster-General Gary Points Out Its Special Advantages for the South and West.

So much interest is had by the South in the proposed postal savings plan that, at the request of the Manufacturers' Record, Postmaster-General Gary has discussed the plan as follows with special reference to its advantages to the South and West. The Postmaster-General contends that the Southern and Western States have more at stake in this proposition than those of the older and more thickly settled communities of the North and East. The comparative table which accompanies his remarks is most instructive and it illustrates the importance of habits of thrift over natural resources in bringing about a preponderance of money accumulations in New England over those of the South and West. The table also shows that the six New England States, with a population of 5,270,000, have \$1,074,100,000 in bank, or \$204 for each inhabitant, while six Southern Coast States, beginning with North Carolina and ending with Mississippi, have 8,377,000 people, who have in bank only \$51,735,000, or \$6 per capita. Mr. Gary says:

"The implication in your question that the South and West are more in need of the facilities and benefits of a postal savings depository than the North and East is well founded. The latter sections, for instance, have a good many more banks of all kinds than the former, and they enjoy almost exclusively, according to the report of the comptroller of the currency, the advantages of mutual savings banks which are operated solely for the profit of the depositors. We find none of these banks in the States lying south of the Potomac and Ohio and west of the Mississippi. We find fewer banks of all classes in the States beyond those rivers. The savings bank appears to be a nursery for the other banks, since the latter flourish best where the former have been longest established. The savings banks bring together the small savings of many persons and thus form an amount of money large enough for practical and profitable investment. They serve as feeders to the banks of exchange.

"I have collected a few figures in reference to three distinct bunches of nine States each, illustrating the great inequality in banking facilities as between the several sections. The figures, by States and sections, give the area, the population, the money-order offices, the banks of all kinds, the total deposits and the deposits per capita. They are worth studying:

	Area by 1000 Sq. Miles.	Popula- tion by 1000s.	Money Order Offices.	Banks of all Kinds.	Money on Deposits by 1000s.	Deposit Per Capita.
Malne	29	669	395	152	\$76,400	\$114 00
New Hampshire	9	393	239	117	72,200	189 00
Vermont	9	383	256	89	41,200	120 00
Massachusetts	8	2,600	606	487	601,300	231 00
Rhode Island	1	391	86	106	100,000	251 00
Connecticut	5	835	291	190	183,000	219 00
New York	47	6,691	1,757	728	1,283,000	200 00
New Jersey	7	1,821	418	170	116,000	64 00
Pennsylvania	45	6,000	1,915	638	332,400	55 00
	160	19,743	5,064	2,677	\$2,805,600	\$142 00
Virginia	40	1,800	447	125	\$29,000	\$16 00
North Carolina	49	1,745	335	92	10,200	6 00
South Carolina	30	1,242	199	44	10,300	8 00
Georgia	59	2,000	403	70	10,125	5 00
Florida	54	490	271	38	5,250	11 00
Alabama	52	1,600	329	40	7,110	6 50
Mississippi	46	1,300	289	85	8,750	6 50
Tennessee	42	1,915	347	100	21,000	11 00
Kentucky	40	2,000	372	265	37,000	18 50
	412	14,092	2,902	889	\$138,735	\$10 00
Texas	262	2,500	792	237	\$31,500	\$16 00
Louisiana	45	1,228	233	45	76,900	64 00
Arkansas	53	1,209	297	30	3,200	2 66
Missouri	68	3,000	830	653	86,600	29 00
Iowa	35	2,100	950	651	76,900	36 00
Minnesota	79	1,725	535	294	50,200	30 00
Kansas	82	1,500	710	511	31,000	21 00
Nebraska	77	1,100	513	352	21,200	19 00
South Dakota	77	350	247	180	7,500	21 00
	798	14,803	5,107	3,153	\$384,800	\$26 00

"The deposit per capita figures speak more eloquently in behalf of postal savings depositories than the human tongue can. New England and the three Middle States, where the mutual savings bank has been exercising its wholesome influence of thrift and accumulation, have \$142 on deposit for each man, woman and child; the States west of the Mississippi, devoid of mutual savings banks, have only \$26, while the Southern States, also devoid of mutual savings banks and wanting in banks of all classes, have only \$10 for each inhabitant. It may be said that the wealth of the New England and Middle States represents the accumulations of two centuries; but in natural resources, the New England States at least, cannot compete with the States of the other groups. Neither centuries nor natural resources can accumulate wealth unless there is thrift and saving. Time works wonders. A fertile soil is a rich inheritance. But neither is as potent as the habit of saving; and the most effective way of inculcating this habit is to furnish the means and opportunities of saving profitably.

"To learn to use banks is in itself a valuable lesson. To acquire a bank account, however modest, is a capital incentive to economy. It develops at once a desire to add to it. That leads to saving, saving to thrift, and thrift to industry and wise management. All these wholesome lessons would be taught by the postal savings depository, and their acquisition is of even greater advantage to the people and the country than all the money that may be accumulated through them.

"If it is possible to induce the millions of men, women and children not doing so now to save something; to take them out of the slough of living from hand to mouth by laying up for the future; to free them from the miserable exactions of living on credit or in a condition in which they never see any money, but buy on credit and surrender the results of their labor or their future crops in payment, we can readily assume the risks, if there are any, or the dangers, of which I can see none, of the government going into the business of collecting, investing and returning the savings of the people. It seems to me that every human and patriotic impulse should move us to this end.

"It will be noted in a glance at the above figures that the money-order offices are more numerous than the banks, but a still greater advantage lies in their more uniform distribution. New York, for example, has 1757 money-order offices and 728 banks; but a tenth of the banks are found in New York city, while only one post-office is in that city. Banks are usually bunched in the cities and larger towns. Money-order offices are found in all towns, and even at villages. It is the purpose of this department to extend the money-order service very rapidly, especially in the South and West. Immediately beyond the Mississippi the number of such offices will probably be doubled within two or three years. Thus the facilities for saving money through a postal savings depository connected with the money-order system would practically be extended to every community. It is obvious that in no other way feasible can all the people be reached. There is no system of banking that can do it. If it is to be done, it must be through the instrumentalities of this department."

BIRMINGHAM STOCKS DIMINISH. Suggestions for the Benefit of the Alabama City.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., November 30.

There was a slightly improved business in iron the past week and sales were at asking prices. There is apparently a better feeling among the iron men. As we approach the end of the year the bareness of the yards shows that stocks have been moved into consumption. The stock in yards is smaller than has been the case at any time within the past five years. Added to this is the fact that the warrant yards are being constantly drawn upon and one has an explanation of the faith that is pinned to better prices. With a demand that has been almost nil, prices have suffered only a slight variation. Wages in other sections show a movement towards an increase which must in time evoke a response here. Higher prices then are sure to follow the demand that must succeed the dullness that has prevailed. The stock of the leading interest here in yards on May 1 was 160,000 tons. It is now under 30,000 tons, and would be under 20,000 tons if transportation had been available. By January their yards will be bare, or nearly so. What is said of this interest will apply approximately to all the interests of the district. This constant diminution of stocks is the strongest feature in the market. It is the handwriting on the wall that reflective buyers will heed. Through a "leak" it became known that our interest, which is "all business," had registered an order for transportation covering 10,000 tons, and an intimation was given the writer that the register-book contained heavy orders.

A register by a shipper for a specified amount protects him in freight rate to that amount and is an indication of quantity sold by him, for as iron is sold "cost here and freight added," the shipper must register to be sure of his rate. As some definite information as to the extent of these registers would not only be of interest to the trade, but would have an important bearing on the market, application for verification of information was made and met with a firm refusal on the ground that "it would be injurious to the interests involved."

Every week a statement is compiled of the tonnage of iron shipped out by the various roads. It, too, is a sealed book to all but "the parties interested." Birmingham can never be metropolitan as long as she wears the swaddling clothes and is content with the childish ways of a village. To challenge the attention to which she lays claim to be entitled she should show the world what she is doing. Favorable facts command attention, while shouts of "Great is Birmingham!" provoke the response, "Prove it." No city these days can afford "to hide its light under a bushel." Assertions, without forthcoming facts and figures to sustain them, in time are barren of good results.

The export trade the past week was small, but there are indications of an im-

provement, as ocean room offering at acceptable figures is rarely refused now. As foreign freight rates are a prime factor in that trade, the rates asked to different points are published to give one an idea of this cost, viz.: Liverpool \$3, Amsterdam \$3.75, Antwerp \$4, Trieste \$4, Australia \$6.50. These show, so far as rates are concerned, that they are no impediment to supplying wants "afar off."

It is among the "audits" from unusually reliable sources that from the earlier runs of the steel mill some of the steel was sent to Sheffield, England. Now comes a report from the consignee that it was submitted to all the tests that prove the good qualities of approved steel and answered them all with great satisfaction. Following this report were requests for information as to opportunities here for steel and kindred industries and as to inducements offered. So that our steel meets approval not only at home, but receives favorable comment at the critical centre of steel using in the United Kingdom. When the armor-plate board was here there was submitted to them, to show the quality of steel produced, the tests of 100 heats taken at random. Out of this 100 tests all but eight showed a quality of steel acceptable and desirable for any purpose the board might want. Could anything more favorable concerning the steel made here be stated? Could any stronger proof of its quality be adduced? In every case so far every buyer of the Birmingham-made steel has become a regular customer and an advertiser of its good qualities.

Considering the season of the year, the minor industries are doing very well. The Birmingham Boiler Works are completing some large tanks for local account. The Alabama Bridge and Boiler Works are shipping boilers for public works to Lafayette and standpipe to Washington, La., besides having contracted to furnish the Zell water-tube brickless boilers to the Orleans & Jefferson Traction Co., of New Orleans.

There is a large amount of figuring being done on work projected both in the district and outside of it, with fair prospects for securing it. But these days of five-cent cotton hesitation often makes action slow. If cotton was at a living price, investment funds would ask no protection from profits that would follow their planting.

It is a matter of interest that the Semet-Solway Company has elected to double its original by-product plant, which, by agreement, was its privilege within a specified time. Its conclusion is the best criterion for a favorable business outlook for it. J. M. K.

Woodworking in Arkansas.

Editor Manufacturers' Record:

I think your journal is doing more to develop the South than any other journal published in the United States. We have two large establishments in this part of Arkansas that are getting out wagon, buggy and plow material in a finished condition ready to be put together. These two factories cannot half

supply the demand for such material. Our material is now going to Georgia, Texas and California, and what is being done here can and should be done all over the South wherever they have good oak for such material. There is a fine opening here still for a hub and spoke factory.

J. A. C. BLACKBURN.

Rogers, Ark.

NORFOLK'S DEVELOPMENT.

New Enterprises and Improvements In and Around the City.

According to statistics recently compiled, investments aggregating nearly \$6,500,000 have been made in Norfolk and vicinity during the past year. They include additional terminals and warehouses for the Norfolk & Western Railroad, Southern Railroad, New York, Philadelphia & Norfolk Railroad, Seaboard Air Line, the Old Dominion Steamship Co. and Merchants & Miners' Transportation Co., improvements to the Norfolk, Virginia Beach & Southern Railroad, a \$500,000 hotel, a \$180,000 bank building, improvements to electric railways, new dwellings to the extent of \$250,000, besides additions to industries in and around the city.

The New York, Philadelphia & Norfolk Railroad Co. will make an investment of \$400,000 in its Belt Railroad Line and terminals on the harbor. The improvement being made to the Dismal Swamp canal it is estimated will cost \$750,000 and will result in a large increase in the trade of Norfolk with Tidewater Virginia and Carolina. Among the principal industries reported are a cotton compress of 2000 tons and twenty-nine warehouses erected at a cost of \$150,000, a celluloid and novelty factory, now being constructed, and the rebuilding of an agricultural implement factory. A notable feature in the real estate development is the laying out of what is known as Villa Heights. This property represents an investment of \$80,000. Streets have been graded through it, and already thirty-three houses have been erected. The suburbs of Ghent and Tazewell have had a number of new dwellings and a large addition to their population. Public improvements include a \$10,000 bridge, while arrangements are being made to greatly enlarge the water supply of the city. It is calculated that this alone will cost \$250,000.

One of the best indications that the rapid development of this city and vicinity is being closely watched by outside investors is the recent transfer of the Norfolk Street Railway Co. to a syndicate of Baltimore and Richmond capitalists, including John T. Williams & Sons and Middendorf, Oliver & Co., who purchased the property and will make extensive improvements to it, as they believe that the city will increase largely in population and business within the next few years, and that the venture will be very profitable.

The statistics referred to were compiled by Mr. Barton Myers, of Norfolk, who is a well-known resident of the city and an authority upon the development of Norfolk and its suburbs, and were published in the Norfolk Journal of Commerce.

A Progressive Town.

As an illustration of rapid development of the South, the town of Saluda, S. C., may be cited. One year ago the place was located in a pine forest, and contained but a few buildings. In a letter to the Manufacturers' Record Eugene W. Able, mayor, writes that it now contains fifteen business establishments, a courthouse and two hotels, in addition to dwellings and other buildings. As yet

it has no railroad facilities, and the business men of the town are making arrangements to build a line to a connection with the Seaboard Air Line or the Southern system.

GASOLINE IN THE SOUTH.

Vapor Stoves Becoming Popular Through the Standard Oil Co.'s Efforts.

The efforts to increase the use of gasoline in the South, referred to in the Manufacturers' Record last week, have been carried out for over a year past. Realizing the great market for this product in the Southern States, the Standard Oil Co. has been carrying out a systematic scheme of informing the people of its heat properties and the safety with which it can be used. Representatives of the company have given tests at State and county fairs, also exhibitions in stores and elsewhere, showing the improvements which have been made in vapor stoves, in which it is utilized as fuel.

According to the statement of representatives of the company, it has no preference for any special design of vapor stoves, but recommends any which are constructed upon the plan which will avert danger and utilize gasoline with the most benefit to the consumer. During the last few years rapid progress has been made in this industry, and there are a number of stoves on the market today which are safe, practical and economical. As a result of the company's efforts, it may be said that in one North Carolina town, after its agents had been giving instructions with the use of the oil, 900 stoves were sold within a short time to the residents.

The Manufacturers' Record is informed that the company intends continuing its policy, and will spare no expense in carrying out its plans in the South during the coming year.

Literary Notes.

Old Virginia and Her Neighbors. By John Fiske. Publishers, Houghton, Mifflin & Co., Boston and New York. Two volumes. Price for the set, \$4.

Professor Fiske, in sending forth these volumes, places them between "The Discovery of America" and "The Beginnings of New England." He does not pretend to make his work a history of the Southern colonies, but endeavors to connect events in the English settlements south of Pennsylvania between the time of Raleigh and that of Dinwiddie, special attention being given to the social aspects of the colonies. Virginia naturally fills the middle ground of the picture, both because of her priority of settlement and because of her intimate relations with the people immediately north and south of her. In writing this series Professor Fiske hardly assumes to be an original investigator. He is rather the historical essayist than the historical builder. Or, to use a rude figure, he deftly skims the cream from many pails of the milk of investigation. In this he is not absolutely secure, for some of the pails have been watered and some are only half full. In fact, the task which Mr. Fiske has set before him, and which he accomplishes with rare art, is a little premature according to his methods. During the past ten or fifteen years much work has been done in making available for essayists the material of original documents in the upper South. Many of the results, particularly those produced under the auspices of the Johns Hopkins University, are of the best quality, others are ill-considered and show the lack of sufficient scientific training, others again are unmistakably efforts at making copy,

while a few suffer from the fact that their authors either had access to only a part of the material, or, because of their inability to escape from what had been regarded as authoritative, but which was erroneous, could not stand the full light. Much more must be done yet in this field before absolute accuracy may be had. Mr. Fiske is very conscientious in crediting his secondary authorities, and that trait will save him from the responsibility for the position which he assumes in regard to certain phases of Maryland history, for instance, which, however, is the result of his following of the tertiary or later authorities. Others who have carefully studied the subject will take issue with him, though, for his statements, peculiarly his own, that "in point of fact the Cavalier society was reproduced nowhere save on Chesapeake bay. On the other hand, the English, or Independent phase of Puritanism, was by no means confined to the New England colonies. Three-fourths of the people of Maryland were Puritans; English Puritanism, with the closely kindred French Calvinism, swayed South Carolina, and in our concluding chapter we shall see how the Scotch or Presbyterian phase of Puritanism extended throughout the whole length of the Appalachian region, from Pennsylvania to Georgia, and has exercised in the Southwest an influence always great and always predominant. In the South today there is much more Puritanism surviving than in New England." That assumption is one of the most disappointing features of Mr. Fiske's work. In brushing aside much of the Cavalier fiction, for which he will be thanked, he has iterated and emphasized the more exaggerated fiction of Puritanism. Even allowing for the horde of aliens who have supplanted the original blood in New England, it can hardly be said that more Puritanism survives in the South than in New England. There were groups of Puritans in Maryland, Virginia and the Carolinas, but they should not be confused, as Professor Fiske has confused them, with the French Calvinists, or with the distinct stock, loosely called the Scotch-Irish, which is the basis of the Americanism of the South. More properly they have been designated as Covenanters. They were different from the Puritans in the old country, and were different in this. What they have accomplished for American history has been credited incorrectly but deliberately to Puritanism, in the spirit which dates the beginning of American history from Plymouth Rock. But the truth is evolving, and will prevail, even in spite of such clever, if not unconscious, anticipatory presentations by the school of which Professor Fiske is perhaps the ablest and fairest exponent.

The Story of Jesus Christ. By Elizabeth Stuart Phelps. Publishers, Houghton, Mifflin & Co., Boston and New York. Price \$2.

In reverent spirit, avoiding the freedom of romance, the hard limitations of history, the unnecessary irritation of controversy and the didacticism of the sermon, Mrs. Ward presents in this volume an interpretation of the life of Jesus Christ. She holds that He lived, died and lived again after death; that He lived a life explicable upon no other view of it than His; that He founded a faith comprehensible upon no other interpretation of it than His own; that He Himself is Christianity; that He is the greatest force in civilization, the highest motive power in philosophy, in art, in poetry, in science, in faith; that He is the creator of human brotherhood, and that to apprehend Him is to open the only way that

has yet been found out of the trap of human misery. This view of the Miracle of the world appeals not to dogmatism or sectarianism, but to humanity. The whole creation groaneth and travaileth in its efforts to escape from the trap of this earthly pilgrimage. The few are investigators. They approach the subject in the spirit of accurate science, and they exhaust geography, astronomy, sociology and history in efforts to find the truth. They apply finite method to infinite fact. They must needs place their fingers in the prints of the nails and the spear before they are convinced that their senses have not deceived them. For such, biographies elaborate and erudite have been written. Opposed to these doubting Thomases are others in larger number who, like Mary of Magdala, rest all in faith, not simple, but majestic. They and all others, indeed, can find no grander narrative than the story of the four gospels, no better rendering than the pure English of translation. An iota has no significance to them. They question not. Their only word is "Rabboni." But there are others, and they, in the plurality, perhaps, who need some incentive to approach the gospel undefiled. They will find it in Mrs. Ward's book. It has the art of simplicity, the strength of conviction and a directness of purpose which must appeal to the thousands. Its framing will lead them to inquire further as to what manner of Man He was. From the Story of Jesus Christ they will turn to seek to know Him as He is.

This Country of Ours. By Benjamin Harrison. Publishers, Charles Scribner's Sons, New York. Price \$1.50.

Persons in this country who have come in contact with intelligent foreigners have been surprised at the number of questions asked by the latter about our form of government. Some have been surprised at their inability to answer those questions comprehensively. The volume by ex-President Harrison essays to correct this lack of knowledge, due largely to the carelessness which is our national characteristic. His plan is to give a view of the machinery of the national government in motion, the relations of the several departments to each other and their uses. In separate chapters he treats of the Constitution, Congress, the President, the State, Treasury, War, Justice, Postoffice, Interior, Agricultural and Navy Departments, independent boards and commissions and the judiciary. The subject-matter is so arranged that it is convenient for use in schools, but it will serve anybody for instruction and entertainment. The introduction dwells a little too much upon "the flag," which, unfortunately, has come to stand too frequently for buncombe rather than for patriotism. But that was unavoidable. The book was published originally in serial form in a periodical where the name of a writer is generally of more value than his writing, though there are accidents sometimes, and the material is really valuable. This fact should not operate against "This Country of Ours." It is one of the accidents, and its author is a man of force in some directions, and possessed of a certain literary ability independent of the fact that he was once President.

According to a dispatch from Knoxville, Tenn., Eastern parties have purchased about 850 acres of land near Knoxville, and will endeavor to secure the proposed armor-plate factory for it. The property is said to include deposits of iron ore, as well as copper and zinc ores. Among those who are reported as interested are Hon. H. Clay Evans, commissioner of pensions; Hon. B. McMillan and others.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

TAXES IN TENNESSEE.

Railroads Contesting the Extremely High Valuations.

Railroads of Tennessee having failed to secure correction of extremely high assessment of their property before the railroad commission and the board of equalizers, have carried the matter into the courts. In the bill which they have filed are the following statements:

"The uncontradicted record in the proof shows that the highest average assessment per mile in twenty-five States, namely, Alabama, Arkansas, Arizona, California, Colorado, Florida, Georgia, Idaho, Illinois, Kentucky, Kansas, Louisiana, Missouri, Montana, Nebraska, New Mexico, North Carolina, South Carolina, Texas, Tennessee, Virginia, Wyoming, Washington, is that in Tennessee, which is over \$20,000 a mile. The difference between the two highest is about equal to the average assessment per mile in fifteen of the said States. That is to say, the average value placed by the board of equalizers upon the railroads per mile in Tennessee is as much greater than the average value in the next highest State by about the full amount of the average value per mile at which railroads are assessed in fifteen of said States.

"The highest assessment of any road per mile in all of said States is that of the Louisville & Nashville main stem, \$60,000. The next highest value is in Virginia, the amount being \$20,000, just one-third of that put by the equalizers on the Louisville & Nashville main stem. The next highest value is in Alabama, which is \$18,000, the valuation put upon that portion of the Nashville & Decatur Railroad lying in Alabama, while the Tennessee portion of said road is assessed by the equalizers at \$40,000 per mile.

"In Tennessee 3044 miles are valued at approximately \$68,000,000.

"In Illinois 15,253 miles are valued at \$75,624,322.

"In Virginia 2491 miles are valued at \$48,671,227.

"In North Carolina 3701 miles are valued at \$25,348,780.

"In Kentucky 3046 miles are valued at \$48,429,876.

"In Georgia 5240 miles are valued at \$30,617,258.

"The valuations made by the said equalizers of those lines in Tennessee is vastly out of proportion to former assessments in Tennessee, the assessment of the same road in adjacent States and the assessment made in all other States in the South and West.

"The average value per mile of assessment of railroad property in Tennessee, as made by said equalizers, is over \$20,000. The average for previous years was: 1887, \$14,514; 1888, \$14,514; 1889, \$13,322; 1890, \$13,422; 1891-92, \$13,853; 1893-94, \$13,420; 1895-96, \$13,284.

Kansas City, Pittsburg & Gulf.

With the completion of the Kansas City, & Northern Connecting Railroad, which it is expected to finish by January 1, the Kansas City, Pittsburg & Gulf will be in direct connection with its Northern feeders. Mr. A. E. Stilwell has been elected president of the Kansas City & Northern, also Omaha, Kansas City & Eastern, as well as the Kansas City, Pittsburg & Gulf.

The Omaha, Kansas City & Eastern runs from Omaha, Neb., to Quincy, Ill.,

and was formed by the union of the old Omaha & St. Louis and Quincy, Omaha & Kansas City railroads. This system is owned jointly by the Missouri, Kansas & Texas Trust Co. and Drexel & Co. and Gilman, Sons & Co., banking firms. The Kansas City & Northern Connecting Railway, which is now building, will tap the Omaha, Kansas City & Eastern at Pattonsburg, Mo. While these Eastern banking firms retain their interests in the Omaha, Kansas City & Eastern Railway, the property will be under the direct supervision and control of President Stilwell, and will practically be a part of the Kansas City, Pittsburg & Gulf system. It has always been intended that the traffic relations between the Pittsburg & Gulf and its Northern connections should be of the closest nature, but the new arrangements will make the Pittsburg & Gulf a through line from Omaha and Quincy to the Gulf of Mexico.

It is understood that the next move of this company will be to build a branch line about fifty miles long, which will reach to Beardstown, Ill., the Eastern terminus of the Baltimore & Ohio Southwestern system. This will give the Baltimore & Ohio an entrance to Kansas City and a valuable connection with the Kansas City, Pittsburg & Gulf road through its Western extensions.

St. Louis, Siloam & Southern.

The recent report in the Manufacturers' Record that work had begun upon the St. Louis, Siloam & Southern Railroad is confirmed by a letter to the Manufacturers' Record from H. D. Mackay, president of the company, who states that right of way is being cleared at Pomona, Mo., and that a large force of men will be employed within a few weeks. This enterprise, which has been referred to several times, will have an important bearing upon the development of the Southwest. It is intended to connect Fort Smith, Ark., and St. Louis, Mo., by a shorter line of railroad than now exists, and will traverse a section of Missouri and Arkansas which is rich in various resources. Construction will begin at Pomona and progress towards both Fort Smith and St. Louis at the same time. At Pomona material and equipment will be delivered over the Kansas City, Fort Scott & Memphis Railroad. In the territory through which the road is to be built are extensive tracts of oak, walnut and other timber, also extensive deposits of marble as well as iron ore, copper, lead and zinc. The people along the right of way are highly in favor of the project, and the residents of Boone county, Arkansas, have donated lands for the enterprise.

Durham & Charlotte.

Relative to the Durham & Charlotte Railroad, now under construction, Messrs. Guthrie & Guthrie, of Durham, N. C., who are financial agents of the company, write that the road when completed will be 135 miles in length, connecting the cities mentioned. The right of way is through five counties in the State, and traverses a very extensive pine and hardwood timber district, also deposits of stone and ores. At Durham it will connect with the Norfolk & Western, Seaboard Air Line and Southern roads, and at Charlotte with the Seaboard Air Line and Southern. It also crosses the Cape Fear & Yadkin Valley road at Gulf, N. C., the Aberdeen & Asheboro branch of the Southern at Pittsboro, N. C., and the Salisbury & Norwood Railroad in Stanley county. Thus far seventeen miles have been completed and six more are nearly graded.

Surveys have been completed from Gulf to Durham, a distance of forty miles, and about 300 men are now engaged in the construction work. John B. Lennig is president of the company. His address is Bridesburg, Pa. It is understood that a number of Northern capitalists have become interested in the enterprise.

New Texas Line.

The New Mexico Coal & Railway Co., which is promoting a line between El Paso, Texas, and the White Oaks coal-fields, it is announced has let contracts for construction to Messrs. Geo. S. Goode & Co., of Lockhaven, Pa., for 100 miles of the road. This firm built a large section of the Choctaw, Oklahoma & Gulf Railroad, and is familiar with work in the Southwest. It is also stated that the railroad company has ordered six locomotives of the Baldwin Locomotive Works for this road, and cars from the Missouri Car & Foundry Co. Rails have also been purchased for a portion of the line, and it is reported that the contract specifies that at least one mile of track must be built per day. As stated in the Manufacturers' Record of a previous issue, the railroad is being constructed in the interest of a Northern syndicate. The officers are C. D. Simpson, of Scranton, Pa., president; Charles B. Eddy, vice-president, and B. S. Harmon, secretary. The main office is No. 66 Broadway, New York.

President Ingalls on Railroads.

The subject of railroads in the past, present and future was discussed by President M. E. Ingalls, of the Chesapeake & Ohio, in a recent address to the students of Purdue University, of Lafayette, Ind. Mr. Ingalls sketched the development of railroads during the present century, and included many figures showing the wonderful increase in their mileage, equipment and earnings, as well as the number of men employed. He also presented some interesting statistics relative to the cost of transporting freight of different kinds, and dwelt at length upon the question of competition. Referring to the locomotives of the future, Mr. Ingalls made a prediction that either electric or some other power would doubtless be used as a substitute for steam. Instead of stopping at 182,000 miles of railways completed, in his opinion this country should build at least 5000 miles annually in short lines as feeders to main systems, as this would do away largely with the expensive and slow method of hauling by wagons.

Economy in Electric Light.

In accordance with the policy of economy adopted by the receivers of the Baltimore & Ohio Railroad, an electric-lighting plant has been installed at Philadelphia for the purpose of lighting the passenger station, yards, freight stations, freight yards, docks, roundhouses, machine shops, etc. Twice as many lights are in service now as when the company purchased the current from local lighting companies, yet the expenses have been reduced one-half. The Philadelphia plant consists of one 150-horse-power boiler, two 50 General Electric arc-light generators, which are belted to a 125-horse-power standard Westinghouse engine. It took twenty miles of wire for the overhead construction and a submarine cable is used in crossing the Schuylkill river.

A Large Contract.

Messrs. M. T. Lewman & Co., of Louisville, Ky., have secured the contract to erect 142 buildings for the Mobile & Ohio

Railroad Co. The buildings will be constructed along the Montgomery & Tuscaloosa division, and it is stated will represent the expenditure of \$1,000,000. This is one of the largest contracts of the kind ever given out in this country.

An Illinois Central Combination.

A recent meeting of directors of the Illinois Central and the Findlay, Fort Wayne & Western Railroad resulted, it is understood, in arrangements being made for a direct connection between these lines, with the view of giving the Illinois Central a shorter outlet to the East. It is stated that by constructing the road from Fort Wayne, Ind., to Kankakee, Ill., the two systems will be connected. The Findlay, Fort Wayne & Western road is also to be extended east to Lester Junction, O., where it will connect with the Cleveland, Lorraine & Wheeling. This combination of roads will give the Illinois Central a direct route to a number of Eastern trunk lines which are connected with the Cleveland, Lorraine & Wheeling road. As the Illinois Central has to deliver much of its Eastern freight to lines entering Chicago, the new project, it is calculated, will be of great advantage to the company.

New Missouri Line.

The Kansas City & Northern Connecting Railroad, which is now being constructed by the Kansas City, Pittsburg & Gulf Company between Kansas City and Pattonsburg, Mo., will be completed by December 20. Robert Gillham, general manager of the company, informs the Manufacturers' Record that this road will give the Kansas City, Pittsburg & Gulf a direct connection with Omaha, also the Northwest, and will be a branch over which export freight will be hauled to Kansas City for transportation to the Gulf of Mexico.

Sale of a Kentucky Line.

Adolph Segal has purchased the Richmond will be extended to Beattyville, as Railroad, which was recently sold by order of the court. It is reported that the road will be extended to Beattyville, as originally intended, and possibly to Pineville, in the eastern portion of the State. The Beattyville extension will be thirty-seven miles in length, and if built to Pineville will be seventy miles. The road is now in operation between Versailles, Ky., and Irvine, sixty-one miles.

Restored the Wages.

An order has been issued by President George Gould, of the Missouri Pacific system, restoring the wages to all employees on its combination of lines, also on the Iron Mountain road, to the same basis as before the reduction in 1893. The order dates from November 1, and affects about 15,000 men. It is a significant indication of the increase in business of these lines, also of the best conditions of that portion of the South which they traverse.

Railroad Notes.

A train of twenty-two loaded cars on the Georgia Railroad made the run of 171 miles from Atlanta to Augusta on November 11 in five hours and forty-five minutes.

The Central of Georgia Railroad Co. has determined to construct 200 freight cars at its shops at Macon, Ga. The rolling stock is to be completed as soon as possible.

W. H. Warburton has been appointed general passenger agent for the Clyde Steamship Co., with headquarters in New York. W. H. Henderson has been

appointed general Eastern agent of the same company.

The Macon Navigation Co. has been formed to operate a line of steamers between Macon, Ga., and Brunswick, on the Ocmulgee river, and has secured a steamer for this purpose, with which it is intended to make regular trips.

The city council of Columbia, S. C., has adopted a resolution of thanks to the Southern Railway and its officials for their services in carrying out the visit to Columbia of representatives of the New England Cotton Manufacturers' Association.

George H. Smith has been appointed general passenger agent of the New Orleans & Northwestern Railroad, with offices at New Orleans. Mr. Smith has been acting as assistant general passenger agent of the Cincinnati, Hamilton & Dayton system.

The annual meeting of the Chesapeake, Ohio & Southwestern Railroad, which is a branch of the Illinois Central system, resulted in the election of Stuyvesant Fish, president; W. R. Ray, vice-president; J. F. Titus, treasurer, and C. F. Krebs, secretary.

Robert H. Brown, of London, has recently been in Galveston, Texas, in the interest of the proposed steamship line between Galveston and Cardiff, Wales. It is stated that the line, if established, will be supported by exporters largely in Kansas City and other Western points.

The Baltimore & Ohio has nearly completed a new tunnel at Falls Cut, near Cumberland, Md. This tunnel is 530 feet long, and has an important effect in straightening the curves of the road, also changing the grades considerably, so as to allow of the better operation of the passenger and freight service.

The truck-growers in the vicinity of New Orleans are raising a large quantity of lettuce this season, which is being shipped to the Northern and Eastern markets. The business has reached such dimensions that it forms a considerable portion of the shipments of the Southern Express Co. out of New Orleans.

A dispatch from Knoxville, Tenn., states that Albert E. Boone, who is promoting the railroad between Knoxville and tidewater, with several branches, has gone to Europe for the purpose of selling a bond issue in the interest of this line. A number of surveys for the different branches of the proposed road are now being completed.

Wm. G. Wheeler, who has been connected with the passenger department of the Pennsylvania Railroad at Baltimore, has been promoted to the position of traveling passenger agent of the New York, Philadelphia & Norfolk Railroad Co., with offices in Philadelphia. Mr. Wheeler has been connected with the service of this company for a number of years, and has many friends who will be pleased to learn of his promotion.

Alabama's Mineral Products.

The report of the production of minerals in Alabama for the month of October, as compiled by Dr. Eugene A. Smith, State geologist and secretary of the Alabama Scientific and Industrial Society, is as follows: Coal, 480,416 tons; coke, 101,615 tons; pig iron, 73,242 tons; iron ore, 153,044 tons; limestone, 51,118 tons; bauxite, 1181 tons; building stone, 4500 cubic feet. The production for the first ten months of the year is as follows: Coal, 4,173,600 tons; coke, 955,684 tons; pig iron, 682,011 tons; iron ore, 1,676,275 tons; limestone, 256,286 tons; bauxite, 9279 tons; building stone, 39,060 feet.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

DESIRE FOR BETTER BALES.

The Arkwright Club Demands Improved Methods.

At the last meeting of the Arkwright Club, of Boston, composed largely of treasurers and managers of New England mills, the subject of the proper baling of cotton was discussed. It was stated that at least two new forms of a cylindrical bale have been invented, and are actively promoted, as well as one new form of the square bale, and that the vastly superior manner in which foreign cotton reached the mills has made manufacturers much more dissatisfied with the slovenly way in which American cotton is put up. The members of the club showed a firm resolution to insist upon better methods of preparation. Their idea was not so much to favor the adoption of any particular new form of bale or even the abandonment of the old, but to secure such improved methods of baling as would assure them that they will receive at the mills the cotton which they buy. The following was adopted: "Cotton manufacturers have for a long time suffered in their business by reason of the poor condition in which cotton has been delivered to them. It is poorly ginned, poorly handled, poorly baled, over-hooked and subject to robbery from the time it leaves the planters' hands until it reaches the mills. Nearly all of these evils are encouraged and fostered by the practice of dealing in cotton at gross rate.

"The advent into the market of cotton put up in new forms of the bale, and in proper condition, gives an opportunity to remove these evils and their causes. The old forms of bales can be made entirely satisfactory if put in like manner to the Egyptian.

"As a large amount of cotton this season will be put up in new bales, the time has arrived when users are in a position to take a decided stand on the question of baling and weighing.

"We therefore insist upon better baling and handling of cotton, and upon a system of dealing at net rates, and we pledge ourselves to give the strongest possible preference to cotton so baled, handled and sold."

The matter has led to discussion in New York, and Col. Alfred B. Shepperson, who has given the subject special attention, is quoted in the Journal of Commerce as follows:

"The action of the Arkwright Club is a step in the right direction. The ordinary square bale of cotton is a reproach to the American cotton trade. As for the bagging, it would not be possible to find anything more unsuitable than that now in general use. It is a universally admitted fact that Egyptian and East India cotton is placed upon the market in incomparably better condition than our own. The leading exchanges of Europe have again and again protested against the faulty methods of baling cotton practiced in this country. I consider it not only to the best interest of the spinner, but to the grower and merchant as well, that radical improvements be introduced here.

"I believe that the principle involved in the cylindrical bale is destined to solve the problem. The cylindrical process has been constantly improved and is steadily growing in favor among spinners. I know that manufacturers are now paying one-quarter cent per pound more for cylindrically-baled cotton than for compressed bales. There was formerly some complaint that the centres of round bales were too closely pressed, thus causing considerable expense in opening up the bales; but this has been remedied.

"The covering of the round bale is far superior to the loosely woven bagging used for square bales. Cylindrical bales are covered with light, but closely-woven 'burlaps,' which does not weigh over five pounds to the bale. There are no iron ties or wires to bind the bale, and the tare is therefore only the weight of the 'burlaps.' With the square bale the tare is very much greater. In export business, for instance, 6 per cent. is usually deducted by the foreign purchaser for tare and loss in weight. This 6 per cent. is intended to protect the spinners, and, in fact, it more than protects them. There is no question but what the planter really sells his cotton at net weight, receiving no pay for bagging or ties; but he does more, inasmuch as 6 per cent. would mean about thirty pounds per bale, while the weight of bagging and ties is only about twenty-two to twenty-four pounds, leaving a clear loss to the planter of six to eight pounds per bale, to say nothing of the cost of bagging and ties.

"The planter certainly shares in the benefit accruing from any reduction in the expense of handling cotton, whether that reduction be in the shape of freight or insurance or in the cost of putting it up for market. If the railroads and steamships will allow a differential in favor of round bales, to which they are entitled, and if a satisfactory reduction in the allowance for tare is made by European purchasers, which they must in justice be willing to concede, then, as I stated in the beginning, I believe the solution of the problem will be found in the cylindrical baling process."

Commenting at length upon the action of the Arkwright Club, the Charleston News and Courier says:

"It is of small moment now to most of the Carolina mills, it should be said finally, whether their cotton is received in square bales or round bales or three-cornered bales or no bales at all. North Carolina consumes all its own cotton crop within its own limits, and South Carolina, with double the crop of its sister State, is already near and rapidly approaching the same admirable position. The other Southern States are following in their footsteps with encouraging speed. In a few years more, at the rate of progress they have made in the past decade or two, the cotton-growing States in this country will manufacture practically all the cotton that they do not sell to Europe and Asia."

This may be true, but that does not militate against the round bale, which the News and Courier apparently believes will place the New England mills more nearly on an equal footing with the Southern ones. The explanation may be found in the following from a letter of Mr. T. W. Pratt, president of the Huntsville Cotton Mills, Huntsville, Ala., to the American Cotton Co. In referring to the round bale he says:

"We opened up seventy round bales yesterday, which makes 200 bales we have used altogether. These 200 bales we have used without mixing with the square bale at all, and we are watching closely our production, as well as our waste account, so that we can intelli-

gently figure on the advantages. I am thoroughly convinced that the mills of this company can afford to pay 40 points, or \$2, more for cotton in round bales than in square, and I think perhaps more when you consider the advantages of storage and insurance occupied by this bale. I will be able to give you some close figures on the advantages within the next ten days."

In the meantime the mills of South Carolina itself are looking into the round bale. The Columbia State gives the following illustration of this under the heading "Up With the Times:"

"There has been a great deal written and said about the round bale and what effect it would have upon the putting up of the cotton in the South. The Columbia Cotton Mills, which keeps up with the times, ordered some of the cotton put up in the round bales to see how it would work and what, if any, advantage it possessed. Yesterday morning a number of gentlemen interested in the cotton business as buyers, agents for cotton mills and newspaper men were invited to see six bales of the new style in packing opened. Of course, it is recognized that the round bale is not a fad, but is the result of a demand for a better and safer style of baling cotton.

"Four of the bales opened yesterday came from Huntsville, Ala., and the other two were exhibited here at the State Fair by Col. Mike Brown, who baled them at his press in Barnwell. The covering used on the Alabama cotton was manufactured by the Columbia Mills and is in every way as good and serviceable as the bagging on the other bales.

"The round bale looks very much like a roll of carpet, perhaps a little longer, but about the same in diameter. When the covering is taken off the cotton is first seen, as the bagging entirely covers the cotton. The cotton is rolled in laps, which can be readily unrolled. The laps are thicker than a heavy carpet, but easily handled. As the Columbia Mills has not bought many bales of the round cotton no arrangements have yet been made for the expeditious unrolling of the cotton, but a very simple contrivance can facilitate the unwinding.

"Yesterday the bales were unrolled by hand and the layers were found to be entirely regular and even. The cotton experts spent most of the time picking samples from the bale to note the effect of the packing on the staple. No injury to the staple was noted.

"Another interesting test was the comparison of the sample and the original bale. No material difference was noticed. In the selling of the round bales of cotton the old style of sampling is done away with and two samples are taken out of the bale before it is covered. It is urged that this saves a great deal of cotton to the farmer.

"Several bales were opened and prepared for mixing. Mr. Oliver, however, prefers to be cautious about expressing any opinion and wants to look carefully into the merits of the round bale and the effect the pressing had upon the product before expressing a final opinion upon the merits of the new system of baling.

"Those who went to the mill to witness the opening of the round bales saw a number of bales of manufactured goods marked for shipment to Manchester, England."

A Most Important Subject.

Mr. D. A. Tompkins, of Charlotte, N. C., in a letter to the Manufacturers' Record referring to the matter of textile education in the South, says:

"I regard it to be the most important subject now before the people of the

Southern States. We make the bulk of all the raw material of the world for cotton goods. If our young men only had the knowledge of its manufacture, the value of this raw material would be many fold greater."

Cotton Mill for Portsmouth, Va.

A charter has been granted at Norfolk for the Southeastern Extension Cotton Mill Co., with capital stock of \$10,000, and purpose of engaging in the manufacture of cotton goods. The principal office is stated as to be located in Portsmouth, and a site near the city is reported to have been selected for the proposed mill. The officers are Nathaniel Crenshaw, of Philadelphia, Pa., president; William E. Stokes, of Philadelphia, secretary; Charles Adamson, of Cedar-town, Ga., treasurer. These officers and Charles S. Doeley, of Philadelphia, are the directors.

Textile Notes.

Mr. W. Gettys is interested in a movement for the establishment of a knitting mill at Athens, Tenn.

The Avon Mill, of Gastonia, N. C., is now installing 5000 additional spindles, which were purchased recently, doubling its former capacity.

Col. Hector D. Lane, president of the American Cotton Growers' Protective Association, has issued a call for another convention at Memphis on December 20.

The Charlotte Observer is helping on the prospects for a textile school in the South by publishing a series of articles dealing with technical schools in Europe.

The Henrietta Cotton Manufacturing Co., of Henrietta, N. C., purchased recently ten spinning frames, containing 2000 gravity spindles, for installation in its mill.

An effort is being made to induce the New Orleans Cotton Exchange to place Birmingham, Ala., in the list of daily receipts, that city having largely increased its importance as a cotton market.

The Modena Cotton Mills, of Gastonia, N. C., has ordered 2200 additional twister spindles and expects them to be installed by February next, when the company will stop its 208 looms and commence manufacturing yarns for the market.

The committee on education of the Georgia legislature has decided unanimously to report a bill appropriating \$10,000 for the creation of a textile department in the State Technological School, provided \$10,000 more are raised by subscription.

The Stafford-Huguley Hosiery Co., of Barnesville, Ga., shall add about \$5000 worth of additional machinery to its mill, somewhat more than the amount at first reported. Automatic ribbers, knitters, loopers, etc., will be installed. The daily output will be 300 dozen.

The Messrs. Cawthon, who recently purchased the Mathews Cotton Mill, at Selma, Ala., have reorganized under the name of the Cawthon Cotton Mill Co., and will make arrangements at once for putting the mill in operation. The equipment of the mill is 16,000 spindles and 385 looms.

The movement for the erection of a cotton mill at Weatherford, Texas, is promising. A number of prominent citizens have subscribed for stock and the projectors expect to announce definite results next week. Messrs. W. S. Fant, W. H. Eddleman, Henry Warren and others are interested.

The Liberty Woolen Mill, at Bedford City, Va., has been sold at public auc-

tion for \$8050. The purchasers are John Horan, of Keyser, W. Va., and J. W. McGhee, L. R. Gill and C. W. Gill, of Bedford City. This plant is equipped for the production of high-grade cloth and operations will be resumed in the near future.

The John P. King Manufacturing Co., of Augusta, Ga., is now adding the additional machinery, to which reference has been made several times in this department. The additional machinery will consist of 20,096 spindles and 600 looms, making a total of 60,384 spindles and 1812 looms to be operated. Charles Estes is president of the company.

The purchasers of the Liberty Woolen Mills, at Bedford City, Va., intend to put the plant in operation again very soon. A new company has been organized, with J. M. Horan, of Keyser, W. Va., manager; Maj. S. Griffin, of Bedford City, president; L. R. Gillis, of Bedford City, secretary-treasurer, and the officers, with J. W. McGhee, are the directors.

The new plant of the Union Manufacturing Co., of Union Point, Ga., consists of a one-story brick building, 32x62 feet, boiler and engine-room, 18x24 feet, and equipment as follows: Forty-horse-power boiler, ten new 176-needle knitting machines, built by the National Automatic Knitter Co., of Philadelphia, Pa., one rib frame and three loopers. Operations will commence in a few days.

The stockholders of the Portsmouth Cotton Manufacturing Co., of Portsmouth, Va., held their annual meeting last week. The reports of the officers showed the company's finances to be in good condition, the previous financial difficulties existing when the receivers were appointed having been overcome. The officers were elected as follows: W. G. Parker, president; John L. Watson, vice-president; and directors, S. P. Oast, R. E. Crump and E. N. Wilcox and the two officers noted.

Aretas Blood, who died last week at Manchester, N. H., at the age of eighty years, was a founder of the great cotton mills and water-power system of Columbia Falls, S. C. He was a director of the Boston & Maine Railroad, and was the principal owner of the Manchester Locomotive Works and Manchester Mills, of Manchester, N. H.; president of the Columbia Cotton Mills & Water Power Co., of Columbia, S. C.; president of the Ames Manufacturing Co., of Chicopee; president of the Amoskeag Paper Co. and of the Nashua Iron & Steel Co., besides numerous other Manchester and New Hampshire industrial concerns almost too numerous to mention. He was largely interested in the securities of the new Kansas City, Pittsburg & Gulf Railroad.

Charleston's Great Record.

Charleston is making an excellent record this year on commercial lines. Already 30,000 more bales of cotton have been received there than had arrived up to the same time last year. There has been a decided advance in the exports of cotton, the elevator has handled nearly 200,000 bushels of wheat for foreign ports, and vessels from Liverpool, Manchester and Hamburg are on their way to receive other grain. Other shipments include 9000 tons of pig iron, 65,000 bags of flour from the mills of Tennessee, Kentucky and Missouri. Seventeen ships of the Charleston Transport Line have carried at least 110,000 bales of cotton, thousands of tons of iron, thousands of bags of flour, 150,000 bushels of grain, lumber, cottonseed, etc., according to the statements of Messrs. Street Bros., the agents.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., November 30.

The cotton-oil market is dull, and decidedly disappointing. Prices are lower than the most bearish interest anticipated, and it is not yet certain, from purchasers' standpoint, that bottom has been touched. Very little domestic trading is doing, while cables are unusually slow. It is certain that Southern Europe will need heavy supplies in the near future, and just why purchases are deferred, with a favoring market prevailing, it is somewhat difficult to comprehend. The explanation offered by a shipper today, that more favoring freight rates were awaited, in part explains the situation, but it is clear that buying interests expect lower prices. It is predicted that prime summer yellow will recede to 20 cents, while a very different opinion is entertained by holders generally. Important sales of crude are reported from Texas at 13 cents, chiefly for Western packing centres and Mexico. At this writing, however, 13½ cents has been rejected for Atlantic Coast oil in tank lots. Prime yellow is scarcely steady at 21½ cents, and were it not for the attitude of the mills in refusing to allow lower prices to prevail, a much weaker market would obtain at this point. Tallow is easy at 3¼ cents, while lard has continued to decline, 4.25 cents being quoted for January delivery, Chicago. Compound lard rules at 4 to 4½ cents, and it is worthy of note that refiners are evincing more than ordinary interest in the market, which circumstance explains the firmness displayed by the mills. It is a safe assumption that oil is good property, inasmuch as it is known that the demand for home and foreign consumption on an increased scale cannot be long deferred, although substantially higher prices may be doubtful. A petition which is now being circulated among the members of the Interstate Cotton Oil Association, having for its object the reduction of the duty on cotton oil imported by France, is worthy of the attention of the entire trade. It is suggested that the United States government grant certain concessions with regard to imported French goods as an inducement to the French government to favorably consider the matter of reducing the cotton-oil duty. The following are closing prices: Crude, 18 cents; crude, loose f. o. b. mills, 13 to 14 cents; summer yellow, prime, 21½ to 22 cents; summer, off-grade, 20¼ cents; yellow, butter grades, 24 to 26 cents; white, 24 to 24½ cents; white, winter, 26½ to 27½ cents; winter yellow, 26½ to 27½ cents; salad oil, 27 to 28 cents, and soap stock ½c. to ¾c. per pound. Exports for the week have been slight, 2600 barrels being the complement, the major portion of which was prime yellow, sold at 21½ cents, while arrivals amounted to 6750 barrels. Reports from the West indicate that soapmakers are yet in need of further cotton-oil supplies. In the market for superior oils very little is doing. Concerning the future of the export trade, shipping agents say that toward the close of January lower ocean rates will surely obtain.

Cake and Meal.—The market is firm, with a good export demand. Heavy shipments are proceeding at Southern ports. It is worthy of note that Great Britain is looking with favor on the practicability of using the material ground,

instead of in cake form. This is a decided gain to the American export trade, as it precludes the possibility of complaints on the score of hardness. Meal is quoted here at \$19.50 to \$20 per ton.

Cottonseed-Oil Notes.

The foreign exports of cottonseed products last week were 52,000 sacks of cottonseed meal for Hamburg, 1799 barrels of cottonseed oil and 43,480 sacks of cottonseed meal for Rotterdam, 12,890 sacks of cottonseed oilcake for Copenhagen, and 17,945 sacks of cottonseed meal and 1087 sacks of cottonseed oilcake for Bremen.

The market for cottonseed products in Texas is quiet and about steady at the late decline. The Houston Post quotes the market as follows: Prime crude oil, loose, 13¼ to 14 cents per gallon; prime summer-yellow oil, 16 to 17 cents; prime cottonseed cake and meal, \$12.50 to \$14 per short ton, and linters, per pound, 1¾ to 2¼ cents, all f. o. b. mill Texas interior points, according to location.

The Board of Trade, representing the citizens of Seguin, Texas, has passed resolutions expressive of its appreciation of the manner in which the National Oil Co. has performed its obligations. The National Oil Co. last spring erected a cottonseed-oil mill at Seguin having a capacity of eighty tons per day, which is now in successful operation. The citizens took stock in the plant to the extent of \$2000.

The New Orleans market for cottonseed products is quiet, with fair offering, and values unchanged for round lots. Receivers' prices are a shade lower in some instances, being quoted as follows: Cottonseed, \$7 per ton (2000 pounds) delivered to the mills; cottonseed meal jobbing at the depot, \$16.25 to \$16.50 per short ton, and \$18 to \$18.25 per long ton for export f. o. b.; cottonseed oil, 15 to 16 cents per gallon for strictly prime crude; in bulk, 13 to 14 cents, and 20 to 21 cents for refined oil at wholesale or for shipment; oilcake, \$18.25 to \$18.50 per long ton f. o. b.; linters—A, 3½ cents per pound; B, 3¼ cents; C, 2¾ cents; hulls delivered at 10 to 12 cents per 100 pounds, according to the location of the mills.

A Visiting Manufacturer.

John Needham, of Manchester, England, senior partner in the firm of John Needham & Sons, who are largely engaged in the iron, steel, engineering, machinery and kindred trades, as also in zinc, tin, spelter, etc., and whose firm have handled a considerable quantity of American products, is at the Windsor Hotel, New York, where he will remain until the 9th of December. Mr. Needham is desirous of extending his firm's business with America in connection with the above-named trades and industries, and will be pleased to hear from such corporations or firms who wish to make business with Great Britain and her dependencies. Mr. Needham's interests are established in Manchester, Glasgow and Salford, and he has arranged to establish a mercantile and shipping office in London should his American connections warrant such a policy. Mr. Needham will be pleased to hear from and to communicate with intending exporters.

Mr. W. F. Wagner, general manager of William Jessop & Sons, of Sheffield, England, and chief American warehouse 91 John street, New York, has issued the firm's calendar for 1898. The calendar is highly ornamental, "The Iron Workers and King Solomon," after the original painting, being the principal feature, surrounded by a highly embossed wreath of flowers.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., December 2.

The local lumber market continues fairly active in most departments and the demand in some cases has shown quite an improvement. Prices for all desirable material are firm and stocks ample for the demand existing at the moment. In yellow pine receipts of air-dried lumber have been fair and sales are reported at better prices for certain grades. Box-makers and yardmen have been in the market, but planing mills are only purchasing in extreme cases to fill orders. Kiln-dried North Carolina pine is in better demand, with prices firm and hardening. Exporters are doing a good trade in kiln-dried yellow pine, and a number of good orders have been received from Europe during the week. White pine is quiet and steady, with a regular demand both from home and out-of-town buyers. Cypress is steady, with a fair offering and stocks well assorted. The hardwood trade holds up better than expected and there has been a fair local business during the week, as well as some trade from out of town. The export trade in hardwoods is still limited to small orders and there is no material improvement to report. During the month of November the exports from this port were as follows: Lumber, 2,004,000 feet; staves, 83,000, and logs, 2650.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE
 5-4x10 No. 2, kiln dried.....\$12 50@ 13 50
 5-4x12 No. 2, kiln dried..... 14 00@ 15 00
 4-4x10 No. 1, kiln dried..... 15 00@ 15 50
 4-4x12 No. 1, kiln dried..... 15 00@ 16 00
 4-4 nar. edge, No. 1, kiln dried. 12 50@ 14 00
 4-4 wide edge, No. 1, kiln d'd. 17 50@ 18 50
 6-4x10 & 12, No. 1, kiln dried.. 23 00@ 24 00
 4-4 No. 1 edge floor, air dried. 12 00@ 13 00
 4-4 No. 2 edge floor, air dried. 10 00@ 11 00
 4-4 No. 1 12-in. stock, air dried. 15 00@ 16 00
 4-4 No. 2 12-in. stock..... 12 50@ 13 50
 4-4 edge box or rough wide... 8 00@ 8 50
 4-4 edge box do. (ord. widths). 9 00@ 9 50
 4-4 12-in. rough..... 9 00@ 9 50
 3/4 wide..... 6 50@ 7 50
 3/4 19 1/2 and 10 1/2 inch..... 7 50@ 8 50
 Small joists, 2 1/2, 12, 14 and 16 long..... 7 50@ 8 50
 Large joists, 3-16 long and up 8 00@ 9 00
 Scantling, 2x3, 2x4 and 3x4.. 7 00@ 8 00

WHITE PINE.

1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....\$47 00@ 48 00
 3d clear, 4-4, 5-4, 6-4 and 8-4.. 42 00@ 43 00
 Good edge culls..... 14 50@ 15 50
 Good stock..... 16 50@ 17 50

CYPRESS.

4-4x6, No. 1.....\$19 50@ 20 50
 4-4x6, No. 2..... 13 50@ 14 50
 4-4x6, 16 feet, fencing..... 10 00@ 11 00
 4-4x6, rough..... 8 50@ 9 00
 4-4 rough edge..... 8 00@ 8 50
 4-4 edge, No. 1..... 16 00@ 17 00
 4-4 edge, No. 2..... 12 00@ 13 00
 Gulf, 4-4, Nos. 1 and 2..... 25 00@ 26 50
 Gulf, 6-4, Nos. 1 and 2..... 28 00@ 30 00

HARDWOODS-WALNUT.

5-8, Nos. 1 and 2.....\$35 00@ 75 00
 4-4, Nos. 1 and 2..... 80 00@ 90 00
 5-4, 6-4 and 8-4..... 85 00@ 95 00
 Newell stuff, clear of heart... 85 00@ 100 00
 Culls..... 20 00@ 30 00

OAK.

Cabinet, white and red, Southern, plain-sawn and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....\$30 00@ 34 00
 Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4..... 53 00@ 55 00
 Culls..... 10 00@ 15 00

POPLAR.

Nos. 1 and 2, 5-8.....\$24 50@ 25 50
 Nos. 1 and 2, 4-4..... 28 00@ 30 00
 Nos. 1 and 2, 6 and 8-4..... 32 50@ 33 50
 Culls..... 11 50@ 12 50

SHINGLES.

Cypr., No 1 h'rts, sawed, 6x20 \$8 25@ 7 00
 No. 1 saps, sawed, 6x20..... 4 75@ 5 00
 No. 1 hearts, shaved, 6x20..... 6 00@ 7 00
 No. 1 saps, shaved, 6x20..... 4 75@

LATHS.

White pine.....\$1 00@ 2 10
 Spruce..... 2 10@ 2 15
 Cypress..... 1 55@ 1 65

Charleston.

[From our own Correspondent.]
Charleston, S. C., November 29.

A steady demand for lumber and other wood products has characterized this market during the past week, and trade

generally is of better volume. From adjacent milling points business is reported active, and mills have generally orders sufficient to keep them running steady. The demand, however, is mostly from domestic sources, there being little inquiry from foreign markets. In cross-ties trade is not so decided as usual, although there have been several orders filed during the past week. Prices for lumber are not showing any material change for the better, and are still very low, the market closing steady on Saturday as follows: Merchantable lumber, \$14 to \$16 for city-sawn, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are in good demand and firm at \$4 to \$7. During the past week shipments from Georgetown and other adjacent points have been better than usual, and from this port the following cargoes were reported: Schooner James Boyce, Jr., with 564,000 feet of lumber, and schooner John R. Fell with 225,000 feet, both for New York. The Clyde steamer Iroquois for New York cleared with 19,200 feet of lumber, and the steamer Algonquin with 101,300 feet. The steamer George W. Clyde cleared for Boston with 32,262 feet of lumber among her cargo. The total shipments of lumber from this port from September 1, 1897, to November 26, inclusive, amounted to 9,262,465 feet domestic and 275,000 feet foreign, making a total of 9,537,465 feet, against 14,590,314 feet for the corresponding period last year. Coastwise lumber freights remain quiet, with rates unchanged. Rates on lumber to New York are quoted at \$4.38 to \$4.50; wet ties to Perth Amboy 15 cents each, basis forty-six feet, and dry railroad ties to New York 11 1/2 cents, basis thirty-six feet; lumber to Fall River, \$4.50.

Savannah.

[From our own Correspondent.]

Savannah, Ga., November 29.

The week under review has developed a fairly active trade in wood products, and shipments are above the average for this period of the season. Prices at the moment are a shade firmer for all desirable grades, and there is a fair offering, but stocks generally are not as large or as well assorted. The reports from milling sections along the line of railroads terminating here are very encouraging, as all mills are busy, with a good supply of orders. There is a good trade in cross-ties, and new orders are coming to hand more frequently. The record of shipments shows an aggregate of 2,500,000 feet of pitch-pine lumber, of which 475,180 feet was shipped to Rotterdam. The foreign trade in lumber is growing steadily, and will soon be quite a factor in the general exports of this port. Other shipments were as follows: Schooner Emily Northern for Philadelphia with 275,448 feet of lumber; schooner Thomas L. James for New York with 328,592 feet, and the schooner Island City for Baltimore with 310,523 feet. New York steamers took out 628,000 feet, Baltimore steamers 160,000 feet and Boston boats 42,807 feet. There is a fair offering of desirable tonnage, and rates are steady and unchanged. Foreign business in freights is more or less nominal. The rates from this and nearby ports in Georgia are quoted at \$4 to \$4.50 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, are quoted at 12 cents to Baltimore, 13 cents to Philadelphia and 13 1/2 cents to New York.

St. Louis.

[From our own Correspondent.]

St. Louis, Mo., November 29.

In nearly every department of the lum-

ber industry in this section business is keeping up remarkably well for this period of the season. Orders are not coming in so numerous as last month, but they continue to be filed from all sections, and indications are that the month of December will show a better volume of trade than usual. Both in hardwoods and pine there is plenty of business to keep the mills busy. There is at present some complaint of car shortage, and mills are at the moment only shipping about half their finished orders on account of scarcity of cars, which, it is hoped, will soon be remedied. As to prices, they continue firm at the October list figures, which, according to the ruling of the price-list committee of the Southern Lumber Manufacturers' Association, will remain for thirty days longer. Receipts of cottonwood are light, owing to the low stage of water in the river, and there are a number of barges now waiting for high water. Should there come a severe frost, enough to make ice and impede navigation, wood-workers and others here would find themselves short of stock. In white pine prices are very firm, and while sales are not as large as they have been, there is still a fair volume of trade in this line. There is a fairly active trade in hardwoods, which, however, is confined mostly to the wholesale trade. There is a good demand from wagon factories and agricultural-implement makers. In walnut and mahogany there is considerable going into consumption for furniture and other purposes. Dry stocks of oak are scarce, and the demand is active for nearly all grades. Orders for common oak are plenty, with a scarcity of clear stuff on the market. It is stated that the St. Louis Refrigerator & Wooden Gutter Co. has disposed of its yards and offices at Main street and Park avenue, and will move into new quarters in the Wainwright Building in this city.

Lumber Notes.

The Des Moines Lumber Co., of Kansas City, Mo., filed a certificate of increase of capital stock last week from \$30,000 to \$50,000.

The new saw mill owned by Lewis & Co., of Fayetteville, Tenn., with a capacity of 25,000 feet per day, commenced operations on the 23d ult.

The Hilton & Dodge Lumber Co. is dredging Intlinon creek, at Darien, Ga., and expects to secure a depth of twenty-two feet at its wharves at Sapelo.

Mr. W. D. Sprague, of Black Mountain, N. C., wants information regarding the export of dogwood blocks for shuttle stock and of persimmon blocks for last stock.

It is stated that there are seventeen saw mills on the Houston, East & West Railroad, in Texas, whose combined daily production amounts to over 750,000 feet of lumber.

The bark Oregon cleared from Mobile last week for Buenos Ayres, A. R., with 609,497 feet of lumber, and the bark Bombay for Bahia Blanca, A. R., with 690,424 feet.

The Vinton Mill Co., at Vinton, La., has started the work of rebuilding its saw mill which was recently destroyed by fire. The company expects to have the mill in operation by March 1, 1898.

The Sparta Spoke and Handle Factory, at Sparta, Tenn., is receiving machinery by means of which it will be enabled to turn out finished spokes. The capacity of the factory will be from 1500 to 2000 spokes per day.

The office of the Bradley-Ramsey Lumber Co., in Gosport, a suburb of Lake Charles, La., was totally destroyed by

fire on the 21st ult. The loss is estimated at \$7500, with \$6000 insurance on building and personal effects.

The Bancroft Lumber Co., of Orange, Texas, reports having booked some large export orders for December, January and February. It has also on file a number of orders from interior points in Texas and other States.

The schooner Gen. Adelbert Ames cleared last week from Brunswick, Ga., for New York with a cargo of 440,000 feet of lumber, and the schooner E. P. Avery, for the same port, with a cargo of lumber valued at \$5300.

The work on the W. B. Wright saw-mill plant, near Pensacola, is being pushed with considerable vigor. Much of the machinery has been placed and ready for work. Mr. Wright expects to commence operations by January 1, 1898.

The Lake City Lumber Co., of Lake Charles, La., successor to the Ryan-Richards Lumber Co., has the frame of its new saw mill in position and is ready to commence placing the machinery. It expects to be running shortly.

The extensive lumber-yard of Col. Aaron T. Bliss, at Carrollton, near Saginaw, Mich., was wiped out by fire on the 23d ult. Nearly 6,000,000 feet of hardwood and pine lumber was destroyed. The loss is estimated at \$50,000; fully insured.

It is stated that the Litcher & Moore Lumber Co., of Orange, Texas, has secured space on the first steamer chartered by the Kansas City, Pittsburg & Gulf Railroad for the Mexican Gulf trade for 150,000 feet of lumber to Tampico, Mexico.

A charter was granted last week to the Twin City Furniture Co., of Winston-Salem, N. C., with a capital stock of \$5450, to be increased to \$10,000. The incorporators are T. F. Wrenn and S. E. Wheeden, of High Point, and E. H. Umstead, of Winston.

The shipments of lumber by water through Sabine Pass, Texas, for the months of September and October, 1897, amounted to 6,134,491 feet, and for the ten months ending October 31 56,834,361 feet, against 19,232,376 in 1896, being an increase of 37,601,985 feet.

The Poitevant & Favre Lumber Co. launched a barge at Pearlinton, Miss., on the 27th ult. with a carrying capacity of 200,000 feet of lumber. This company does a large export business, and its barge will be used as a transport for loading ships at Ship Island.

The lumber-yard of the Providence Lumber Co., at Lake Providence, La., caught fire on the 24th ult., and the planing mill of the company and 650,000 feet of seasoned cypress and quarter-sawn gum were consumed. The loss is placed at \$10,000, with \$6000 insurance.

Among the clearances from Pensacola last week were the bark Cathaya, for Bilbao, with 33,000 superficial feet of sawn timber and 467,000 feet of lumber; bark Ymer, for Buenos Ayres, with 508,000 feet of lumber, and schooner Orient, for Harbor Island, with 104,000 feet of lumber.

The Perkins & Miller Lumber Co., of Westlake, La., besides doing a large domestic trade in lumber, has recently gone largely into the foreign export trade. The company has just finished loading two vessels with prime deals of the highest class for Marseilles and Bordeaux, France.

It is stated that the Willingham Lumber Co., of Atlanta, Ga., has purchased the plant of the Dixie Lumber Co., of that city. Willingham & Co. will combine the machinery of both companies, making one

of the most extensive sash and door factories and lumber and general building supply plants in the South.

At Grafton, W. Va., last week Messrs. Boyce & McGee, lumber dealers from Pennsylvania, secured the right of way for tramroad for the big saw mill on White Day to Ironton, a distance of four miles. The mill has a capacity of 20,000 feet a day, and the firm have immense quantities of timber in Taylor, Marion and Monongahala counties.

Messrs. J. W. Lynch & Co., of Suffolk, Va., have purchased the plant of the R. G. Dennis Lumber Co., located at that place, and the saw mill at Magnolia Station, on the Seaboard Air Line, for the sum of \$13,000 in cash. The firm of Truitt & Lynch, which has been operating the R. G. Dennis plant, is dissolved, and the properties will now be conducted by J. W. Lynch.

The receipts of lumber and other wood products at New Orleans for the week ending November 25, as reported by Secretary Dirmeyer, of the Mechanics, Dealers and Lumbermen's Exchange, were as follows: Lumber, 1,104,000 feet; shingles, 110,000; laths, 30,000; oak staves, 66,000, and cypress staves, 88,000. The total receipts of lumber for the season amounted to 23,756,000 feet, against 22,016,000 feet last year.

At the annual meeting of the stockholders of the Breaux-Renoudet Cypress Lumber Co., held at New Iberia, La., recently, the charter of the concern was amended by changing the name of the company to the P. L. Renoudet Cypress Co., Limited. The officers elected for the ensuing year were as follows: P. L. Renoudet, president and manager; Jos. A. Breaux, vice-president; G. W. Dallas, secretary.

The following vessels cleared with cargoes of lumber and other wood products: Schooner Mary L. Crosby, for New London, with 391,000 feet of lumber, and schooner R. I. Rundlett, for New York, with 199,000 feet of cypress lumber and 200,000 shingles. The Clyde Line steamers Algonquin and Iroquois and Comanche cleared for New York with 750,000 feet of lumber, 8500 crossties and 7500 bundles of shingles among their cargoes.

A deal was consummated last week in Nashville, Tenn., whereby the business of three of the leading lumber firms in that city was consolidated, thus forming one of the largest hardwood concerns in the South. John B. Ransom, of John B. Ransom & Co.; J. W. Lowe, of J. W. Lowe & Co., and M. F. Green, of the Union Lumber Co., will hereafter do business under the firm name of John B. Ransom & Co. The capital stock of the concern is \$200,000.

The annual meeting of the Baltimore Lumber Exchange will be held on Monday next. An election of officers will then take place, for which the following ticket has been nominated: President, Lewis Dill; vice-president, Henry P. Duker; treasurer, Louis C. Roehle; managing committee, E. B. Hunting, F. E. Waters, R. W. Price, S. P. Ryland, Jr., James W. Knowles, Jr., William M. Burgan, P. M. Womble, J. I. Gilbert, William V. Wilson, Jr., William D. Gill, Jr., John Bruns and Norman James.

The Interstate Merchants' Association of St. Louis has been organized by electing the following officers: Benjamin A. Strauss, president; E. S. Lewis, Julius Rothschild and J. N. Allen, vice-presidents; J. R. Curlee, treasurer, and John A. Lee, secretary. The object of the association is mutual benefit and promotion of trade interests of St. Louis.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., December 2.

The trading in the phosphate market has been very light in the local market during the past week and the demand from fertilizer manufacturers is limited. Prices in this market and at points of production are nominally steady. The work of development is of the usual volume in South Carolina and domestic shipments are regular. In Florida both land rock and pebble miners are busy and shipments from the ports are about up to the average for November. There is considerable activity in the Tennessee phosphate belt and miners are operating on a more extensive scale. In the local market there are no recent charters reported to load at phosphate shipping ports. The freight market in New York was quiet during the week, with rates steady. There is less inquiry for time rates, which are easier in tone. Among the charters reported are the following: British steamer Coquet, 1463 tons, from Hamburg to Charleston, S. C., with kainit at 8/; two schooners, 220 and 293 tons, New York to Jacksonville with fertilizer at \$1, loaded and free wharfage, and schooner Isaiah Hart, 799 tons, from Tampa to Baltimore with phosphate rock at \$1.80.

Fertilizer Ingredients.

The market during the week has shown a moderate volume of trade. There is very little demand from the South, while there is considerable inquiry from Eastern buyers. The market in the West is firm and prices well maintained. Thos. H. White & Co., in their November circular, say: "As indicated and anticipated in our advices of October 28, immediately thereafter heavy transactions were reported in contracts of 9 and 20 tankage for six and twelve months ensuing sold monthly at \$13.75 net f. o. b. Chicago. This figure (in the known temper of the more important buyers) would have proved disastrous to the investors but for an opportune reduction on the 5th inst. in the rate of freight eastward from Chicago and St. Louis, equal to 10 cents per unit on blood and 20 cents on 9 and 20 tankage. Trade as a whole during the month has been sluggish and prices of tankage have weakened gradually, the last sales being at \$1.55 and 10 delivered Baltimore."

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$2 30	@	2 35
Nitrate of soda	1 65	@	1 70
Blood	2 20	@	
Hoof meal	1 90	@	
Azotine (beef)	1 70	@	
Azotine (pork)	1 70	@	
Tankage (concentrated)	1 90	@	
Tankage (9 and 20)	1 65	@	and 10
Tankage (7 and 30)	16 00	@	17 00
Fish (dry)	19 00	@	
Fish (acid)	12 00	@	

Phosphate and Fertilizer Notes.

The Gulf Transit Co., of Pensacola, Fla., cleared the steamship County Down last week for Antwerp with a cargo of 2700 tons of phosphate rock.

It is stated that the Virginia Fertilizer Co., of Richmond, Va., has purchased the plant and properties of the Ashley Phosphate Co., on Ashley river, South Carolina, for the sum of \$25,000.

The board of directors of the Virginia-Carolina Chemical Co., of Richmond, Va., has declared a dividend of 1 per cent. on the common stock of the company, payable on and after December 1 to all stockholders of record November 25.

The shipments of phosphate rock from the Mt. Pleasant phosphate field in Tennessee for the month of October

amounted to 10,247 tons, of which 2180 tons went to Europe and 8067 tons to domestic markets. Stocks on hand October 31 amounted to about 10,000 tons.

The schooner Adele Thackera cleared from Charleston, S. C., last week for Baltimore with 940 tons of phosphate rock, and the schooner D. K. Baker for Barren Island with 730 tons. The total shipments of phosphate rock to domestic ports since September 1, 1897, amounts to 18,961 tons, against 23,004 tons last year.

The State geological department of Georgia has just published the phosphate and marl bulletin prepared by Mr. S. W. McCallie, assistant geologist. His investigations, as set forth in his bulletin, give but little promise of a great phosphate industry for South Georgia. The marls, however, are widely distributed, and are considered a valuable fertilizer for home consumption.

Iron Markets.

Cincinnati, Ohio, November 27.

The transactions of the past week have been mostly on the part of those needing iron for early delivery. The large buyers, as a rule, are covered until early in 1898, and are disposed to wait for further developments before placing additional contracts. There is no cessation of the movement of iron from the furnaces in the South, and a moderate reduction in stocks is looked for in the reports of December 1. There have been offerings of some iron at less than prices given below, but investigation has shown that special circumstances surround the offers. One of No. 3 foundry is said to have been rejected iron, and the quotations made on it cannot be considered as a criterion of the general situation.

Conditions both North and South are about the same, no uneasiness being felt as to the future, although new business is slack at present. The consumers of iron are running short, and are still having shipments hurried forward.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry	—	@	\$10 00
Southern coke No. 2 foundry	—	@	9 75
Southern coke No. 3 foundry	—	@	9 45
Southern coke, gray forge	—	@	9 25
Southern coke, mottled	—	@	9 00
Southern coke No. 1 soft	—	@	10 00
Southern coke No. 2 soft	—	@	9 75
Belfont coke No. 1, Lake Sup.	11 00	@	11 50
Belfont coke No. 2, Lake Sup.	10 50	@	10 75
Hanging Rock charcoal No. 1	14 50	@	15 50
Tennessee charcoal No. 1	12 50	@	13 00
Jackson Co. silvery No. 1	12 50	@	13 00
Standard Georgia car-wheel	14 25	@	15 00

New York, N. Y., November 27.

The railroads, steamships, schooners and canal boats are not able to handle expeditiously the freights of all kinds offering, and satisfactory deliveries of pig iron have been impracticable because of inadequate transportation facilities.

These facts are exceedingly important, and are significantly emphasized by the further equally important fact that this tonnage, phenomenal in magnitude, comprehends every sort of raw and manufactured product of the country.

Railroad earnings are probably unprecedented, and American shipping has not enjoyed such activity in a decade.

The demand abroad for our cereals continues large, and will doubtless tax our ability to supply it. The dollar mark for cash wheat was reached again on Wednesday.

The continuance of open weather kindly favors inland navigation and outdoor work, affording incident employment and prosecution of numberless plans and improvements.

The pig-iron market has shown no improvement in prices during the week, in spite of the favorable conditions and promising outlook, though the furnaces are quite satisfied with the general situation. In the main they are busy on old

orders, and their chief trouble is contending with the difficulties of transportation in shipping.

We quote for cash f. o. b. New York:

No. 1 X standard Alabama	—	@	\$11 25
No. 2 X standard Alabama	10 50	@	10 75
No. 1 X lake ore coke iron	12 50	@	12 75
No. 2 X lake ore coke iron	12 00	@	12 25
Niagara coke malleable	12 00	@	12 25
Standard Georgia charcoal	—	@	15 50

We quote for cash f. o. b. Philadelphia:

No. 1 X standard Alabama	—	@	\$11 50
No. 2 X standard Alabama	—	@	11 00
No. 1 X lake ore coke iron	—	@	12 50
No. 2 X lake ore coke iron	—	@	12 50
Niagara coke, malleable	—	@	12 50
Standard Georgia C. C.	—	@	15 75

ROGERS, BROWN & CO.

TRADE NOTES.

Opportunity for Tannery, etc.—An excellent opportunity for the establishment of a hemlock tannery and extract works is being offered on a 60,000-acre tract owned by the Beaty Lumber Co., of Crow, W. Va.

Water-Power for Sale.—A valuable water-power, located in North Carolina, is being offered for sale. It is claimed that the power is ample for a large factory, and particulars can be obtained by addressing Andrew H. Green, Raleigh, N. C.

Machine Tools.—Messrs. De Fries & Co., of Berlin and Dusseldorf, Germany, have established a branch store at Vienna, Austria. They will sell machine tools manufactured exclusively by the Davis & Egan Machine Tool Co., of Cincinnati, O. The store will be in charge of Mr. F. H. Reimer. The Davis & Egan Company report a continued improvement in its European trade, the demand for American tools being good. Home trade is also on the increase. The works' new addition is now running full time and working twelve and a-half hours per day in each plant.

Boat Exposition.—A feature of the Sportsmen's Show, which opens January 13 at the Madison Square Garden, New York city, will be the exhibits of boats. There will be a variety of the craft generically classed as launches which will show novel lines and construction as to hull and new features as to motors, power and builders. One new type of boat to be shown is run by an engine moved by explosions of kerosene. The manufacturers of this boat have filled several orders for boats to be used in the river and lake waters of the Klondike region, and now have more orders than they can fill. Several of the boats are either now at their destination or are well on their way to it. There will be new specimens of naphtha and electric launches exhibited and canoes and swift, small sailboats, besides the usual complement of boats for fishermen and gunners.

Shaw & Spigle Towing Machine.—It is stated that the hawser used in towing the large floating dock from England to Havana is the largest and strongest in the world and that the cable is of manila hemp; that it weighs nearly five tons; is twenty-two inches in girth, composed of 2500 threads of hemp; is 690 feet long, and its breaking strain is 180 tons; that the dock weighs 6000 tons and the towing steamer is carrying 4000 tons of coal for the voyage, which will take between eighty and 120 tons; that it required seventy men to haul and stow the hawser on a trolley, which was drawn by seven horses. This incident shows the importance and the advantage of the Shaw & Spigle patent automatic steam-towing machine as demonstrated in practical use for the last eight or nine years. The Bessemer Steamship Co., of Cleveland, O., have used seven of the Shaw & Spigle steam-towing machines, carrying a 1½-inch diameter steel wire hawser, each towing a barge carrying 5000 to 6000 tons of cargo, and their experience in towing these barges with the steam-towing machine has convinced them of the practicability of towing still larger barges which are to be capable of carrying 7000 tons dead weight of cargo. The Bessemer Company will use the Shaw & Spigle steam-towing machine of the largest size to handle steel-wire hawser two-inch diameter or less than 6¼-inch circumference. This hawser 690 feet long would weigh only about 4400 pounds, and by the use of the steam-towing machine the hawser does not require to be handled at all, but is reeled directly on the drum and the barge is towed directly from the drum. It tows not only the 7000 tons of cargo, but also the additional weight of the steel barge itself, which would probably be more than half of the weight of the cargo. There are now thirty-six of these towing machines in operation. The maker of this machine is the American Ship Windlass Co., Frank S. Manton, agent, Providence, R. I.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will better enable us to guard against errors.

ALABAMA.

Birmingham—Coal Mine.—The North Birmingham Coal Co. has been organized, with W. G. Durrett, manager, to operate the old Shannon coal mine; daily capacity twenty-five tons, to be increased to fifty tons at once.

Birmingham—Iron Furnace.—A report is current that capitalists will build an iron furnace in Jones Valley, between Birmingham and Bessemer.

Gurley—Saw Mill.—W. T. Roberts, of Huntsville, Ala., will erect a dimension mill at Gurley.

Huntsville—Steam Laundry.—E. T. Balles has commenced the erection of an addition to his steam laundry, and will put in new machinery, etc.

Huntsville—Water-works Improvements.—The city will arrange at once for putting in the two 3,000,000-gallon pumping engines and two new 125-horse-power boilers; R. L. O'Neil, chairman on water works.*

Woodstock—Lumber Mills, etc.—The Martin Mining Co., reported last week (under Bessemer), has a paid-in capital of \$4000, and expects to increase this by about \$10,000 in order to engage in lumber milling. Address W. L. Martin, general manager, Bessemer, Ala.

GEORGIA.

Atlanta—Publishing Company.—Chartered: The Phoenix Publishing Co., capital stock \$200,000, for publishing purposes; incorporators are J. S. Appleton, D. R. Morgan and Joel Branham. The company's purpose is to establish an evening newspaper. Address Joel Branham, of Rome, Ga.

Jackson—Ice Factory, Electric-light Plant, Grist Mill, etc.—Henry F. Gilmore, operating woodworking factory, intends adding an ice factory, electric-light plant, grist mill, etc.*

Padding County—Gold Mines.—T. Bruce Marriott, of England, and J. H. Feare, of Halifax, N. S., are said to have acquired 600 acres of land in Padding county with the intention of developing gold mines thereon. Mr. Marriott may possibly be reached by addressing at Atlanta, Ga.

KENTUCKY.

Louisville—Mercantile.—Chartered: The Bloom Co. (successors to Bamberger, Bloom & Co.), capital stock \$5000, Charles Goldsmith, secretary-treasurer.

Mayfield—Medicine Factory.—The Mayfield Medicine Manufacturing Co. has been organized, with capital stock of \$25,000, and is erecting a factory; Dr. J. J. McGee, manager.

LOUISIANA.

Donaldsonville—Electric-light Plant.—The city has completed arrangements for the erection of its electric-light plant after plans by George U. Borde, of New Orleans, and is now asking for bids.*

Shreveport—Construction Company.—Incorporated: The Louisiana Central Construction Co., capital stock \$5000, for general construction purposes; Clarence Ellerbe, president; William Edenborn, vice-president, and W. B. Rose, secretary.

MARYLAND.

Baltimore—Tinplate Works.—The Humbert Tinplate Works, of Connellsville, Pa., has leased and will operate the Stickney Iron Co.'s tinplate plant at Canton; 100 men will be employed.

Crisfield—Water Works.—The town commissioners have completed arrangements for the construction of a system of water works. Several contracts have been awarded in connection with the plant. About \$14,000 will be expended.

Crisfield—Electric-light Plant.—G. S. Grier, of Milford, Del., has been in consultation with the Crisfield Ice Co. relative to the erection of an electric-light plant.

Frostburg—Marble Quarries.—J. B. Williams, James A. McLuckie, T. E. Lewis, Thomas J. Price and David J. Price have incorporated the J. B. Williams Marble Co., with capital stock of \$7500.

Frostburg—Telephone Lines.—The Maryland, Pennsylvania and West Virginia Telephone & Telegraph Co., capital stock \$1,000,000, has been incorporated for the purpose of establishing lines in the three States mentioned in its title. The incorporators are Milton J. Baird, of Pittsburg, Pa.; J. J. Hoblitzell, of Keystone Junction, Pa.; J. M. Reynolds, of Bedford, Pa., and Mr. Hastings, of Frostburg, Md. Address Mr. Baird.

Lanham—Electric-light Plant.—W. C. Lord intends to put in an electrical plant.*

Washington—Real Estate.—Chartered: The Woodley Park Co., to purchase and improve real estate in the State of Virginia, District of Columbia and elsewhere. Thomas E. Waggaman is president, and the capital stock is \$10,000.

MISSISSIPPI.

McComb—Shirt-waist Factory, etc.—W. F. Holmes, H. B. Holmes, W. T. White, L. Bendat, L. W. Sartin and others have incorporated the McComb City Laundry & Manufacturing Co., to conduct a steam laundry and manufacture shirt-waists, etc.; capital stock is \$25,000.

Warren—Electric-light Plant.—Frederick Bush is mentioned in connection with an electric-light plant contemplated.

MISSOURI.

Hyattsville—Sewerage and Water Systems.—A movement is on foot for the construction and operation of water works and sewerage systems. L. H. Campbell can be addressed.

St. Louis—Elevator.—Incorporated: The John Thyson Elevator & Grain Co., capital stock \$10,000, by John Thyson, C. H. Allers, W. H. Klersey, Gilbert Sears and W. P. Hazard.

St. Louis—Acetylene.—Chartered: The Missouri Acetylene Co., capital stock \$750,000, by H. A. Fisher, W. T. Wisdom and R. L. Owin.

St. Louis—Packing Company.—Incorporated: The Barrett Packing Co., capital stock \$50,000, by Alex. London, Joachim Abels and E. P. Barrett.

Joplin—Mining Company.—A. J. Sheffield, James Meyers, O. A. Foster and others have incorporated the East Hollow Mining Co., with capital stock of \$25,000.

St. Louis—Roofing Company.—H. L. Block, R. E. Carr, P. S. Marquis and others have incorporated the Mississippi Valley Roofing Co., with capital stock of \$20,000.

NORTH CAROLINA.

High Point—Machine Works.—The High Point Machine Works has about decided on enlarging its plant in order to increase its engine-producing capacity; A. N. Richardson, manager.

High Point—Woodworking Factory.—The High Point Coffin & Casket Co. has recently completed its factory and commenced operations. The plant includes two buildings, 40x100 feet each, and complete equipment of machinery for producing caskets and coffins.

Mint Hill—Grist Mill and Gin.—J. E. Henderson will probably rebuild next summer his burned grist mill and cotton gin.

Sanford—Water Works, etc.—The Sanford Water & Light Co., incorporated last week, contemplates expending about \$5000 on its proposed water works and the electric-light plant will be built later on. Address company, care of J. B. Makepeace.

Sweet Home—Flour Mill.—J. B. King has contracted for the erection of a 40-barrel flour mill.

Wilmington—Ice Company.—T. J. Collitt, Isaac Retowsky and S. L. Kaletsky have incorporated the Carolina Ice Co., with capital stock of \$10,000.

Winston-Salem—Furniture Factory.—Incorporated: The Twin City Furniture Co., by T. F. Wrenn and S. E. Weeden, of High Point, and E. H. Umstead, of Winstead, and they are authorized and empowered to manufacture, buy, sell and handle all kinds of house-furnishing goods, etc.

SOUTH CAROLINA.

Clover—Flour Mill.—L. K. Armstrong has let contract for the erection of a 50-barrel flour mill.

Magnolia—Mercantile.—Incorporated: The Griffin-Copeland Co., by T. N. Griffin and Samuel Copeland. The capital stock is to be \$6000.

Switzer—Enterprise Company.—Charter issued to the Switzer Enterprise Co. The directors elected are: J. B. Stepp, D. A. Switzer, J. M. Switzer, J. P. Gates, N. T. Thomas and G. H. Jordan; president and treasurer, J. B. Stepp, and secretary, G. H. Jordan. The capital stock of the company is to be \$15,000, and its purpose is to crush cottonseed, operate gins and conduct a general merchandise business.

TENNESSEE.

Athens—Knitting Mill.—W. Gettys is endeavoring to establish a knitting mill.

Chattanooga—Distillery.—The new distillery of John Shamotulski and associates, noted last week, will operate as the Look-out Distilling Co., and will be a removal of the Cooley & Coman distillery at Lynchburg, Tenn. New machinery will be added and a capacity of 400 bushels of grain daily will be handled. Address John Shamotulski, secretary, Montgomery avenue and Cowart street, Chattanooga.*

Cog Hill—Flour Mill.—Smith & Dunn have let contract for the erection of a 75-barrel mill.

Johnson City—Furniture Factory.—Wm. E. Uptogrove & Bro., of New York city, have purchased the Johnson City Furniture Factory. They will put in new machinery and resume operations in the plant, employing seventy-five to 100 hands.

Memphis—Woodworking Factory.—The Carter Package Co. will rebuild its burned crate, box and package factory, commencing work in February next.

Sparta—Stave Mill.—J. R. Tabbs is putting in new machinery and otherwise improving his stave mill.

TEXAS.

Alvin—Sugar Refinery.—A movement is on foot for the erection of a central sugar refinery. W. W. Jennings can give information.

Corsicana—Cotton Ginnery.—C. N. Thompson, G. W. Speed, J. Yundel and W. J. Collins have incorporated the Brier Creek Ginning Association, for erecting and operating ginnery, etc.; capital stock \$2500.

Cuero—Water Works.—Ward & Palmer have contract to make extensions and additions to the city water works.

Lockhart—Water Works.—The city council has contracted with George A. Griffin for the establishment of a water-supply system.

McKinney—Water Works.—The city will

await the result of the bond election before doing anything further in the water-works question; J. M. Pearson, mayor.

San Antonio—Publishing Company.—Incorporated: The Industrial World Publishing Co., capital stock \$20,000, by A. J. Peeler, J. P. Devine and Lee Peeler.

Shiner—Water Works.—Ward & Palmer, of Cuero, Texas, have franchise for the establishment of water works in Shiner.

VIRGINIA.

Bedford City—Woolen Mill.—The Liberty Woolen Mills have been sold to John Horan, of Keyser, W. Va., and J. W. McGhee, L. R. Gill and C. W. Gill, of Bedford City, at \$8050. The new owners will arrange the mill to resume operations soon.

Big Stone Gap—Saw Mills, etc.—M. C. McCorkle has bought timber lands near Big Stone Gap and erected two mills of 20,000 feet daily capacity to cut the lumber.*

Big Stone Gap—Tanning-extract Factory.—The Virginia Tanning Extract Co. has been organized to build a factory for making tanning extracts; site has been obtained and the erection of buildings will be commenced at once; main building to be 40x160 feet. Three hundred laborers will be employed.

Buena Vista—Furnace to Resume.—The Alleghany Iron Co., of Iron Gate, Va., has leased the furnace of the Virginia Development Co., at Buena Vista, and will repair same and put it in blast in the near future.

Lynchburg—Tobacco Company, etc.—Chartered: The King Tobacco Commission & Storage Co., capital stock \$25,000, by William King, Jr., A. L. King, Frank C. Scruggs and others.

Marion—Electric-light Plant.—The electric-light franchise, noted last week, was awarded to B. W. Dinsmore, of New York, by the city. The lighting plant will be operated by a 200-horse-power water-power plant. Address B. W. Dinsmore, care of the mayor, A. H. Atkins, Marion.

Portsmouth—Cotton Mill.—Chartered: The Southeastern Extension Cotton Mill Co., capital stock \$10,000, for the purpose of manufacturing cotton goods, etc. Nathaniel B. Crenshaw, of Philadelphia, Pa., is president; William E. Stokes, of Philadelphia, Pa., secretary, and Charles Adamson, of Cedartown, Ga., treasurer; address the latter.

Pulaski—Foundry Improving, etc.—The Dora Foundry & Machine Co. is making improvements to its plant, putting in additional machinery, electrical plant for lighting, etc.

Pulaski—Bridges.—Three iron bridges will be constructed by the counties of Earlington and Hopkins. Address county clerk of Earlington, Pulaski, Va.

Staunton—Manganese Mines.—Additional machinery has been ordered to extend mining operations of manganese mines in Augusta county on property owned by James T. Lightner, of Staunton, Va., and Dr. C. W. Seltzer, of Philadelphia, Pa.

WEST VIRGINIA.

Charleston—Construction Company.—Chartered: The Canyon Construction Co., for contracting and mining purposes, incorporated by L. W. Good and others, of Brooklyn, N. Y., with capital stock of \$100,000.

Leon—Flour Mills.—Chartered: The Leon Milling Co., to conduct a flour mill, feed and general store. The capital stock is \$15,000. The incorporators are Wm. A. Ferguson, H. C. Williamson, W. C. Greenlee, W. P. Smith and B. Inman.

Martinsburg—Air-brake Works.—Incorporated: The Jeffries Automatic Air Brake Co., with principal office in Martinsburg and branches in nearly all the large cities from Boston to San Francisco. The capital stock is privileged to be \$5,000,000. G. S. Jeffries, of Reading, Pa., and others are the incorporators.

Parkersburg—Coal Company.—Chartered: The Parkersburg Coal & Ice Co., capital stock \$5000, by Orlando S., George H. and George R. Bailey, Edward Brown and G. Herbert Cotton.

West Virginia—Timber and Coal Lands, etc.—The New York capitalists, noted several months ago as negotiating for mineral lands in West Virginia, have succeeded in closing the deal. The purchasers, as before given, are Cornelius Vanderbilt, Dr. W. Seward Webb, H. McKay Twombly and others. The land purchased is equal to a

tract of 300,000 acres, and the price paid was about \$520,000. Extensive developments of the properties will be inaugurated upon the completion of lines of railroad, companies to build which are now forming. John T. McGraw, of Grafton, W. Va., can probably give information.

Williamson-Saw Mill.-Wm. A. Harris will put new machinery in his saw mill.*

BURNED.

Aurora, N. C.-Glennery, grist mill and barrel factory of J. B. Whitehurst; loss \$7000.

Brownwood, Texas.-Cotton compress of the International Compress Co., destroyed by an explosion.

Emmitton, Ala.-Cotton gin of Andrew Hawkins.

Franklin, La.-Kyle Lumber Co.'s saw mill; loss \$10,000.

Hartselle, Ala.-Cotton gin of Robert Sobotka.

Ladiesburg, Md.-Flour mill of Dr. Milton Hammond, of 310 North Paca street, Baltimore, Md.; loss \$8000.

Lake Providence, La.-Lumber mills of the Providence Lumber Co.; loss \$10,000.

Rockyface, Ga.-Cotton gin of Sam R. Hassler.

Sardis, Texas.-Cotton gin of J. H. King.

Sidon, Miss.-Cotton gin of J. L. Haley.

Siler City, N. C.-Cotton gin of J. M. McAdams.

St. Louis, Mo.-Distillery of Ravenwood Distilling Co.; loss \$100,000.

Wylly, Ga.-Cotton gin of Lewis Metts.

BUILDING NOTES.

Baltimore, Md.-Dwellings.-W. M. Blouse has permit to erect fifteen two-story dwellings.

Bessemer, Ala.-Business Block.-Capt. D. L. Sweatman, of Winona, Miss., will erect a two-story brick business block in Bessemer.

Birmingham, Ala.-Residence.-E. M. Tutweller has let contract to Gibson Bros. for the erection of the \$13,000 residence, reported last week. Mantels, heating furnaces, electric-light fixtures, 50,000 oil-pressed brick, etc., are to be purchased.

El Paso, Texas.-City Hall, etc.-The city council will call an election to consider issuing bonds for \$20,000 to erect a school building; bonds for \$30,000 to erect a city hall, etc.; Joseph Magoffin, mayor.

Key West, Fla.-Machine Shop.-Sealed proposals in duplicate will be received at the Bureau of Yards and Docks, Navy Department, Washington, D. C., until December 22 for new machine shop. Specifications and blank forms of proposals will be forwarded upon application to the bureau or the commandant of the naval station, Key West, Fla. E. O. Matthews, chief of bureau.

Louisville, Ky.-Warehouse.-Clark & Loomis have prepared plans for a \$10,000 warehouse for the Louisville Cotton Mills.

Louisville, Ky.-Depots, Roundhouses, etc. The Mobile & Ohio Railroad has awarded contract to M. T. Lewman & Co. (office in Columbia Building) for the erection of 142 buildings along its new 300-mile extension. The buildings include depots, freight sheds, roundhouses, etc., and will cost nearly \$1,000,000.

Milledgeville, Ga.-Asylum.-Contract has been awarded to J. W. McMillan at \$37,000 for the erection of a new asylum building, to replace one recently burned at Georgia State Asylum.

Mobile, Ala.-Depot.-The Mobile & Ohio Railroad Co. will build a freight depot; J. G. Mann, general manager.

New Orleans, La.-Dwellings.-M. Pokorny has permit to make \$4000 worth of alterations to dwelling. F. J. Matthews will build two-story frame dwelling to cost \$2400.

Newport News, Va.-Association Building. The Y. M. C. A. is seeking a site for its proposed \$10,000 building. Address the secretary.

Richmond, Va.-Church.-Plans by Stuart Barney, of New York, have been accepted for the proposed \$40,000 church.

St. Louis, Mo.-Sanitarium.-Barnett, Haynes & Barnett, Insurance Exchange Building, have designed a sanitarium and bathhouse for the Lister Sanitarium Co., Dr. Heine Marks, manager; building to contain large plunge bath, 54x31 feet, walled and floored with marble; fifteen aluminum bathtubs and numerous other bathrooms of marble; to have oak finish, plate and stained

glass, electric wiring and dumb waiter. Address J. V. Cohick, 623 Chestnut street.

Tallahassee, Fla.-Reformatory.-Plans are wanted for a building for the State Juvenile Reformatory, to cost not over \$5000; \$50 is offered for plans. Address secretary State Reformatory School.

Washington, D. C.-Dwellings, etc.-Francis C. Brown will erect a three-story house, 27x38 feet; hot-water heat. John F. Springman will erect warehouse, two stories, 50x60 feet. H. A. Evans will erect six houses, two stories, 16x40 feet each. John W. Gregg will erect five houses, two stories, 16x30 feet.

Wheeling, W. Va.-Hotel.-Franzheim, Giesey & Faris have prepared plans and specifications for a hotel for the Truschel estate; structure to be 100x40 feet, five stories, sixty rooms, have electric-lighting fixtures and cost \$30,000.

RAILROAD CONSTRUCTION.

Railways.

Baltimore, Md.-It is authoritatively announced that the Columbia & Maryland system has been sold to an organization known as the Baltimore Security & Trading Co., and that the sections between Baltimore and Ellicott City, also Washington and Laurel, will probably be completed within the near future. The officers of the company are Nicholas P. Bond, of Baltimore, president; F. K. Carey, secretary, and David M. Newbold, treasurer. Henry A. Parr, of Baltimore, and John E. Searles, of the American Sugar Refining Co., are also directors.

Berkeley Springs, W. Va.-T. J. B. Dawson and others have formed the Potomac Short Line Railroad Co., which proposes to build from a point on the Potomac river, in Morgan county, to a connection with the Baltimore & Ohio system near Hancock, W. Va. The capital stock is \$25,000.

Bessemer, Ala.-It is reported that the surveys recently made between Blocton and Bessemer were in the interest of the Tennessee Coal, Iron & Railroad Co., and that this corporation may construct a line between the towns mentioned, a distance of about twenty-five miles. James Bowron, at Birmingham, is secretary of the company.

Birmingham, Ala.-It is reported that the Alabama Great Southern will be improved by the rebuilding of its roadbed along certain sections of the line, and a substitution of heavier rails. A. Wickerham, of Birmingham, is superintendent.

Birmingham, Ala.-A report is again current that the East & West Waco Railroad Co., of Alabama, is completing arrangements to complete its line to Birmingham, as originally intended. The extension would be from Pell City and will be about twenty-two miles in length. Charles P. Ball is manager of the company at Cartersville, Ga.

Center, Texas.-It is reported that work has begun upon the right of way of the railroad proposed between Center and Tenaha, a distance of eleven miles. The business men of Center have organized a company to construct the line themselves.

Comanche, Texas.-The promoters of the railroad between Comanche and Strawn, Texas, have organized a company under the title of the San Antonio, Llano & Gulf Railroad Co., with \$300,000 capital. Among the promoters are J. M. Presler, L. B. Russell, J. F. McCarty and W. W. Johnson. The road will be fifty miles long.

Decatur, Ala.-It is reported that the Nashville, Chattanooga & St. Louis Railroad Co., which has obtained control of the Middle Tennessee & Alabama Railroad, has begun the grading of several miles of line near Madison Crossroads. It is stated that the line is to be completed to Decatur in the spring. J. W. Thomas, Nashville, Tenn., is president of the N., C. & St. L.

Dickson, Tenn.-It is reported that the Clarksville Mineral branch of the Louisville & Nashville system may be extended about two miles in the suburbs of Dickson. R. Montfort, at Louisville, is chief engineer of the company.

Durham, N. C.-In a letter to the Manufacturers' Record Messrs. Guthrie & Guthrie, financial agents for the Durham & Charlotte Railroad, state that the total length of the line will be 135 miles. It will traverse an extensive hardwood and pine timber section and seventeen miles are now in operation. Six miles are nearly graded. About 300 men are now at work upon it. John B. Lennig, of Bridesburg, Pa., is president of the company.

Elba, Ala.-It is stated that about fifteen miles of the Southeastern Alabama Rail-

road, which is a branch of the Plant system, have been completed, and that work is being pushed upon the entire line, which is projected from Newton to Elba, a distance of thirty-six miles. B. Dunham, Savannah, Ga., is general superintendent.

Fairfax Courthouse, Va.-Joseph E. Willard, of Fairfax, and others are interested in the proposed railroad from Fairfax to Burnside, on the Southern Railway system. The road will be about four miles long.

Fairfax, Va.-Mr. Joseph E. Willard, one of the promoters of the railroad line between Fairfax and Sideburn, Va., writes the Manufacturers' Record that the road will be built by an independent company and will be about four miles long. It is expected to have the road in operation by January 1, 1898. It will be a feeder of the Southern system. Mr. Willard's address is 1336 F street, Washington, D. C.

Gainesville, Ga.-Surveys have been completed for the electric line between Dahlonga and Gainesville. Power will be obtained from streams in the vicinity. The road will be about twenty miles in length. Geo. W. Scott, of Atlanta, and S. K. Baldwin, of Savannah, Ga., are reported as interested in the movement.

Galveston, Texas.-It is stated that arrangements have been completed for constructing the Galveston, Brazos & Southwestern Railroad between Galveston and Angleton, Texas. Grading contracts have all been let, and it is stated that this portion of the road will be completed by March 20. L. P. Featherstone, of Galveston, is one of the promoters of the enterprise, and L. E. Beadle is chief engineer.

Glendon, N. C.-It is reported that the issue of bonds made in the interest of the Durham & Charlotte Railroad amounts to \$2,000,000, and that they will be issued at the rate of \$15,000 per mile. These, it is stated, insures the completion of the road. It is now being built between the towns mentioned. Frank D. Jones, of Glendon, is superintendent of the company and Wm. A. Guthrie, at Durham, is president.

Hearne, Texas.-It is reported that contracts are about to be let for constructing a portion of the Gulf & Brazos Valley Railroad, which is to be built between Hearne and Waco, Texas. The distance is about sixty-three miles. F. A. Glass, at Hearne, is president.

Houston, Texas.-The Southern Pacific Railway Co. announces that it will receive bids for the construction of about twenty-five miles of branch line. J. T. Mahl, engineer, may be addressed at Houston.

Irvine, Ky.-It is reported that Adolph Segal, of Philadelphia, who recently purchased the Richmond, Nicholasville, Irvine & Beattyville Railroad for the creditors, has made arrangements to extend it to Beattyville and eventually to Pikeville. The first extension will be thirty-seven miles long. The main offices of the company are at Louisville, Ky.

Kansas City, Mo.-Robert Gillham, general manager of the Kansas City, Pittsburg & Gulf Railroad Co., advises the Manufacturers' Record that the Kansas City & Northern Connecting Railroad, now under construction between Kansas City and Pattonsburg, Mo., will be completed by December 20. It will be seventy-three miles in length.

Kansas City, Mo.-The Kansas City, Excelsior Springs & Northern Railroad Co. has been incorporated, with a capital of \$100,000, to build a railroad line between Excelsior Springs Junction and Excelsior Springs Station. It is understood that this company will include what is known as the Sulpho-Salene Railroad in the line. The road will be about ten miles in length and will connect the Wabash Railroad and the Chicago, Milwaukee & St. Paul. The incorporators include Frank Hagerman and Edward C. Wright, of Kansas City.

LaFollette, Tenn.-It is reported that the Tennessee Northern Railway Co. is considering the idea of extending its road to Jellico, Tenn., to a connection with the Louisville & Nashville system. H. M. LaFollette, general manager of the company, may be addressed at LaFollette.

Mansfield, Mo.-It is reported that surveys have been completed for the St. Louis, Mansfield & Ava Southern Railroad, and that work is to begin in a few days. F. O. Hadley, of Springfield, Mo., is at the head of the construction company.

Monroe, La.-Stock is being taken in the Monroe Railroad & Construction Co., which proposes to build a railroad line between Natchitoches and Monroe. A. M. Shotwell, of Monroe, is one of the promoters of the enterprise.

Myersville, Md.-It is reported that ar-

rangements have been made to begin construction on the electric railway between Myersville and Middletown at once, and that surveys have been completed. It will be a branch of the Frederick & Middletown Railroad. Reno S. Harp, secretary of the company, may be addressed at Frederick, Md.

Natchez, Miss.-Surveys for the proposed Natchez & Gulf Port Railroad, which will be practically an extension of the Gulf & Ship Island Railroad and its connections to Natchez, have been completed to Columbia, Miss., and the necessary funds have been secured to lay out the right of way to Natchez. W. H. Hardy is one of the promoters of the enterprise, and W. W. Hungerford, chief engineer.

Norfolk, Va.-A correspondent of the Manufacturers' Record states that arrangements have been made to construct an electric railroad from Norfolk to Sewell's Point, on Hampton Roads, a distance of ten miles. It is stated that at the water terminus a pier will be built, and that the road will be used for transportation of both freight and passengers. The Inter-Urban Investment & Improvement Co., at No. 308 Mutual Life Building, Philadelphia, Pa., is reported as interested in the matter.

Petersburg, Va.-It is reported that about forty miles of the Richmond, Petersburg & Carolina Railroad have been graded between Petersburg and Ridgeway, N. C., and that tracklaying will begin in the near future. The total length of the line will be sixty miles. DeWitt Smith, 50 Broadway, New York, is president, and James S. Negley, 136 Liberty street, New York, vice-president and general manager.

Pomona, Mo.-H. D. Mackay, president of the St. Louis, Siloam & Southern Railroad Co., advises the Manufacturers' Record that work has commenced on this road, and that it is proposed to increase the force in about a month. This line is proposed from St. Louis to Fort Smith, Ark., by the way of Pomona, Mo.

Rowlesburg, Va.-It is reported that work may be resumed in the near future upon the Cheat River Valley Railroad, which is proposed between Rowlesburg and Unlontown, Pa. About seven miles have already been completed. J. J. Stoer, 514 Girard Building, Philadelphia, Pa., is president of the company.

Rusk, Texas.-Work has begun upon an extension of the railroad owned by the State and about ten miles have already been completed. The line will connect the manufacturing at the State Penitentiary with wood land which is owned by the State. The board of prison commissioners may be addressed at Rusk.

Sabine Pass, Texas.-It is reported that a company is now being formed to build a railroad from Sabine Pass to Houston for the purpose of connecting with the railroads entering that city and giving them the benefit of terminals on Sabine Pass.

Sabine Pass, Texas.-It is stated that the Kansas City, Watkins & Gulf Railroad Co. has determined to extend its line from the present terminus, Lake Charles, La., to Sabine Pass, and arrangements to that effect have been made with the Sabine Pass Land & Improvement Co. A. Thompson is general manager of the railroad company at Lake Charles. The extension will be about fifty miles in length.

Saluda Courthouse, S. C.-Hon. E. W. Able, mayor of Saluda, informs the Manufacturers' Record that the business men of the town are promoting a railroad to connect with the Seaboard Air Line or Southern system, a distance of about fourteen miles. Steam or electric power may be used.

Shelbyville, Mo.-O. G. Wales, of St. Louis, and others are interested in a scheme to build an electric railroad between Shelbyville and Shelbyna, ten miles.

Shreveport, La.-Messrs. Wymbish & Co. and Hunter Bros. & Co., of Shreveport, have secured contracts for the construction of the Shreveport & Red River Valley Railroad. Nearly twenty miles of this line, it is stated, have been graded and surveys completed for a distance of about thirty miles. G. W. Fouke, of Texarkana, Texas, is vice-president of the company.

Snow Hill, N. C.-The Atlantic & North Carolina Railroad Co. has made a proposition to build a branch line to Snow Hill if the citizens of the town will pay for the grading and cross-ties. An election will be held on December 21 to decide this question. The general manager of the Atlantic & North Carolina may be addressed at Newberne, N. C.

Tallahassee, Fla.-It is reported that another company has been formed to complete

the proposed railroad line between Tallahassee and Gainesville, Ga., which will build a number of branches, as well as making the entire road about 220 miles in length. R. L. Bennett, of Tallahassee, is the principal promoter of the enterprise.

Tampa, Fla.—It is reported that local parties are interested in a proposed railroad to be operated by electric motors from Tampa to the Manatee River district.

Tallahassee, Tenn.—It is reported that the business men may organize a company to build a road from Tallahassee to the Middle Tennessee & Alabama Railroad. The line will practically be an extension of the latter, and will connect with it at Fayetteville. It will be twenty-five miles long.

Winston, N. C.—It is reported that a company may be formed to construct a railroad line between Winston and High Point, N. C., a distance of twenty miles. The power will be furnished from the water falls in the Yadkin river.

Waco, Texas.—The business men of Beaumont, Texas, have guaranteed the right of way, also property, for a depot to the Waco & Sabine Pass Railroad Co., of which R. P. Duncan is general manager.

Street Railways.

Baltimore, Md.—The Central Passenger Railway Co. has begun work upon a line in Canton which is to be operated by trolley motors. It has secured the right of way of the Baltimore, Sparrow's Point & North Point Electric Company.

Beaumont, Texas.—L. P. Featherstone, one of the promoters of the electric railroad in Beaumont, writes that it will be about ten miles long and will be operated by trolley motors. He may be addressed at Galveston, Texas.

Charleston, S. C.—The Charleston & Seashore Railroad Co. has been formed for the purpose of building an electric line between the city and Long Island. It is reported that the island, which is a summer resort, is to be connected with the electric railroad lines in the city by the new company.

Salisbury, N. C.—J. J. Newman, one of the directors of the Salisbury Street Railway & Electric Co., informs the Manufacturers' Record that this road will be about three miles long, with possibly a branch line. It is to be operated by trolley motors, and is to be built as soon as preliminary arrangements can be completed. Among the directors are John S. Henderson and L. S. Overman. The company may be addressed as above.

St. Louis, Mo.—It is reported that the Union Depot Railway Co. is now considering an extension of its line to Jennings Height, Walnut Park and Ferguson, in the suburbs. John Scullin is general manager of the company. The extension will be about four miles in length, if built.

Washington, D. C.—It is reported that Messrs. Kearns & Egan, of Philadelphia, have secured the contract for grading the Washington, St. Mary's Bay & Point Lookout Railroad, which is to be built between the points mentioned, a distance of seventy-eight miles. Sometime ago A. B. Linderman, president of the company, informed the Manufacturers' Record that the Pennsylvania Steel Co. had secured the contract for the rails. The address of the grading contractors is 1828 North Fifteenth street, Philadelphia, Pa.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Alcohol Machinery.—B. H. Harvin, Burke, S. C., wants full and complete information regarding the manufacture of wood alcohol, estimate on cost of plant, etc.

Belting.—See "Hoisting Equipment."

Belting.—The Cumberland Steel & Tinplate Co., Cumberland, Md., wants a second-hand double leather belt thirty inches wide by 100 feet long; 24-inch might answer; belt must be in good condition.

Boats.—J. H. Hamilton, Abbeville, Ga., wants to lease with privilege of buying a towboat to draw not more than two feet of water.

Boiler.—The Greer Machinery Co., Knoxville, Tenn., is in the market for a first-class cheap boiler, three horse-power, in good order.

Boiler and Engine.—Allan D. Arthur, Geneseo, N. Y., wants estimates on high-grade boiler and engine and woodworking machinery.

Boiler and Engine.—The Lookout Distilling Co. will want larger boiler and engine. Address John Shamotulski, secretary, Montgomery avenue and Cowart street, Chattanooga, Tenn.

Bollers and Engines.—The Cleveland Cotton Mills, Lawndale, N. C., want a good second-hand 150 or 200-horse-power engine; also bollers, provided they can be bought at a bargain.

Bridge.—Bids are asked until December 6 by the county of Buckingham, Virginia, for a steel highway bridge of 1000 pounds capacity per lineal foot; length, fifty-two feet c. to c. of piers; width, roadway, twelve feet clear. Address John R. Moss, county judge, Buckingham Courthouse, Va.

Bridge.—Sealed bids will be received up to December 20 to build a bridge across creek; length of span, fifty-five feet; width of roadway, twelve feet; length between the abutments, thirty feet; height of the abutments above bed of creek, fifteen feet; capacity, twenty tons. Bids received on this structure of both wood and steel; abutments to be of stone bedded in cement. Address R. N. Miller and William Ahl, Hardinsburg, Ky.

Building Materials.—E. M. Tutweller, Birmingham, Ala., will have to buy mantels, electric-light fixtures, heating furnaces, 50,000 oil-pressed brick, etc., for \$13,000 residence. Address Gibson Bros., contractors.

Cannmaking Machinery.—W. G. Reed, Box 291, Savannah, Ga., wants catalogues and prices on cannmaking machinery.

Canning Machinery.—W. G. Reed, Box 291, Savannah, Ga., wants catalogues and prices of canning machinery.

Chains and Clevises.—Sealed proposals for chains and clevises of special make and strength for movable dams on Great Kanawha river will be received until December 20; information furnished by Addison M. Scott, resident engineer, at Charleston-Kanawha, W. Va. W. H. Bixby, major, engineer.

Cotton-mill Machinery.—The Winton Knitting Mills, Winton, N. C., are in the market for machinery to spin and wind on cones cotton yarns for knitting purposes in numbers from 14 to 24.

Distilling Machinery.—The Lookout Distilling Co. will want corn mill and cob crusher. Address John Shamotulski, secretary, Chattanooga, Tenn.

Electrical Machinery.—The Greer Machinery Co., Knoxville, Tenn., wants dealers' prices on five, six, seven, eight and nine-horse-power motors; second-hand in good order wanted.

Electric-light Fixtures.—E. M. Tutweller, Birmingham, Ala., will have to buy appliances for lighting by electricity a \$13,000 residence. Address Gibson Bros., contractors.

Electric-light Plant.—Henry F. Gilmore, Jackson, Ga., wants estimates on small electric-light plant; has power.

Electric-light Plant.—W. C. Lord, Lanham, Md., wants bids on automatic steam engine, dynamo and storage batteries.

Electric-light Plant.—The city of Donaldsonville, La., will open bids December 20 for the erection of an electric-light plant after plans by George U. Borde, of 501 L. & G. Building, New Orleans, La. Plans can be seen at engineer's office or at that of City Clerk John F. Terris.

Engine.—See "Bollers."

Engine.—See "Hoisting Equipment."

Engine.—See "Electric-light Plant."

Engine.—J. J. Wensley, San Angelo, Texas, wants to buy a 40 to 50-horse-power engine, Corliss or high-grade automatic cut-off; second-hand will do.

Flour and Feed Mill.—C. M. Randall, Olney, Mich., wants a new or second-hand equipment for feed mill and buckwheat run.

Gas Engine.—Wanted—Six-horse-power gas engine in good order. Address O 533, Sun office, Baltimore, Md.

Grist Mill.—Henry F. Gilmore, Jackson, Ga., wants estimates on a grist mill and two side-sticking machines.

Gun Works.—The National Fire Arms Co. wants to correspond with manufacturers relative to contracting for the manufac-

ture of gun parts or completed guns. Address Ansley H. Fox, Baltimore, Md.

Heating Apparatus.—E. M. Tutweller, Birmingham, Ala., will have to buy furnaces for heating a \$13,000 residence. Address Gibson Bros., contractors.

Hoisting Equipment.—David F. Armstrong, Creswell, N. C., wants prices on 30-horse-power boiler and hoisting engine, wire rope, iron and wood blocks, shafting, pulleys, belting, etc.

Ice Machinery.—Henry F. Gilmore, Jackson, Ga., wants estimates on machinery for manufacturing two tons of ice daily; has power.

Ironworking Machinery.—Allan D. Arthur, Geneseo, N. Y., wants estimates on ironworking machinery.

Machine Tools.—J. H. Day & Co., 1144 Harrison avenue, Cincinnati, O., want second-hand slitting and cross-cutting shears for three-eighth-inch iron or less; power.

Pants-factory Machinery.—The Weekes Manufacturing Co., 456 Fourth street, Macon, Ga., wants to buy a machine for handling and laying out correctly a case of jeans or cassimere or worsted preparatory for marking and cutting same.

Piping, etc.—The De Funiak Springs Water Supply Co., De Funiak Springs, Fla., expects to contract soon for 2000 feet of four-inch mains, hydrants, etc.

Pump.—The Lookout Distilling Co. will want a deep well pump. Address John Shamotulski, secretary, Chattanooga, Tenn.

Pumps and Bollers.—Sealed proposals will be received by the board of mayor and aldermen of the city of Huntsville, Ala., until December 6 for furnishing two 3,000,000-gallon pumping engines and two 125-horse-power bollers, in accordance with specifications to be obtained from the chairman of the committee on water works; R. L. O'Neill, chairman; J. L. Ludlow, engineer.

Railway Equipment.—M. C. McCorkle, Big Stone Gap, Va., is in the market for a second-hand narrow-gauge locomotive and possibly one and a-half miles of second-hand 20-pound rails.

Shingle Mills.—David F. Armstrong, Creswell, N. C., wants prices on shingle mill (steam feed), drag saw and circular saw.

Steamboat.—Thlman Ozias, Hudson, Fla., wants to buy a steamer to carry 125 tons, draft of water when loaded three and one-half or four feet, for hauling naval stores.

Steamboat.—Wanted—A commodious excursion steamboat having a speed of not less than fifteen miles per hour, a draught of not more than five and a-half feet and with passenger capacity of from 700 to 1200 passengers or more; speed a factor. Write giving full particulars and cut of boat to the Mandeville Lake Line Co., P. O. Box 715, New Orleans, La.

Vehicle Works.—J. G. Adams & Co., Aniston, Ala., wants addresses of manufacturers of wagons.

Wire Fence.—Wanted—Prices on wire fencing for cemetery grounds. Address J. R. McCallum, Leeds, S. C.

Woodworking Machinery.—Wm. A. Harris, Williamson, W. Va., wants to buy planer and resaw; good second-hand.

Woodworking Machinery.—Cundell Lumber Co., Rome, Ga., wants prices on good second-hand chair machines and catalogues of new chair machinery.

Woodworking Machinery.—The South Side Manufacturing Co., Petersburg, Va., wants catalogues, information and prices on machinery used in bending veneers cut with the grain, for manufacturing measures, ball, salt and grease boxes, can jackets, tobacco drums, hoops, etc.

Woodworking Machinery.—Allan D. Arthur, Geneseo, N. Y., wants estimates on iron and woodworking machinery.

TRADE NOTES.

Ice-factory Contracts.—The memoranda of recent sales of the York Manufacturing Co., of York, Pa., includes a 30-ton plate ice factory for the San Joaquin Ice Co., of Fresno, Cal., and a can ice-making plant of seventy tons capacity for the Chautauqua Lake Ice Co., of Pittsburg, Pa.

Machinery Sales.—Mr. Willis Shaw, of Chicago, Ill., the well-known machinery contractor, has made recently some important sales, including that of a 75-horse-power mining hoist in South Dakota, 80-horse-power air compressor in Minneapolis, steam tug at St. Louis, railway equipment in Minneapolis, 50-ton steam shovel, etc.

Machine Works.—The High Point Machine Works, of High Point, N. C., is one of the

leading enterprises of Middle North Carolina, and is fully equipped for the productions of a modern machine shop, such as engines, mill machinery, castings, etc. The demand for its engines is especially good at this time and recent orders have about influenced the company to arrange for enlarging its plant. A. N. Richardson is manager of the company.

Flour Mills.—The recent contracts closed by the Wolf Company, of Chambersburg, Pa., include one for a 50-barrel mill at Clover, S. C.; 60 to 75-barrel mill at Cog Hill, Tenn.; 40-barrel mill at Sweet Home, N. C.; 100-barrel gyrator-system mill at Bridgeport, O.; to increase capacity of Pottstown (Pa.) mill to 150 barrels, with gyrator, etc., and to remodel mill to complete gyrator system for a company in Dauberville, Pa., which, a year ago, placed order for a gyrator to be used on the break stock.

A Modern Necessity.—One of the modern necessities created within the last few years is the fountain pen. A bad fountain pen is an abominable nuisance, but a good one is a joy forever. Such a quality as the latter is found in the Laughlin fountain pen, made by the Laughlin Manufacturing Co., of 17 Woodward avenue, Detroit, Mich. The principle of the feed, the all-important feature of fountain pens, is a new one in the Laughlin pen, and other parts of this pen are not excelled. Circulars with full description and prices furnished on application.

Prospecting Drills.—The American Diamond Rock Drill Co., of 120 Liberty street, New York, reports among recent sales of diamond prospecting drills a machine of 1500 feet capacity to London, one of 3000 feet capacity to Georgia, four hand-power drills to the Nicaragua Canal Commission, one hand-power drill to the new Harlem bridge and one 3000-foot machine to Chili. The company is also putting down under contract the test borings for the new East river tunnel, in New York and Brooklyn, and has already bored several holes in Brooklyn and in Malden lane, New York, on this contract.

TRADE LITERATURE.

Incandescent Lamps.—A pamphlet, with price-list, has been issued by the General Electric Co., of Schenectady, N. Y., devoted to its incandescent lamps. Only the class of lamps used in electric railway service is referred to. A larger catalogue, describing all classes of lamps manufactured by the company, is sent on application.

Enamel Rheostats, etc.—The ninth catalogue of the Ward-Leonard Electric Co., of Seventh and Clinton streets, Bronxville, N. Y., gives illustrated description and other information regarding enamel rheostats, Carpenter type and Ward-Leonard types. The company has endeavored to make its catalogue as comprehensive as possible and copies may be had on application.

"The Head That's Ahead of Them All."—With this motto on the cover page, Messrs. Bingham & Co., of 234 Cherry street, Philadelphia, Pa., issue a pamphlet illustrative and descriptive of their Common Sense exhaust head, also giving prices on different size heads and extracts from testimonial letters. An illustrated description of this exhaust head was recently given in the mechanical pages of this journal.

Deane Pumps.—A new illustrated catalogue is being issued by the Deane Steam Pump Co., of Holyoke, Mass. A large line of Deane pumps is described, illustrated and tabulated in the book, and other than this, a lot of useful information pertaining to hydraulics is given. The pumps are shown in great variety, including those types most largely used in special services. The company is ready at any time to furnish photographs, drawings, specifications, weights and prices for pumps adapted to any kind of service and of any capacity.

Pumps and Supplies.—In a 350-page cloth-covered volume (Catalogue H) the Humphreys Manufacturing Co., of Mansfield, O., presents a complete description of its goods and much valuable information for users. The company manufactures a full line of iron and brass pumps for hand and power use, brass goods and supplies for steam and gasfitters, engine builders and water works; natural-gas supplies, wrought-iron pipe, well casing, malleable and cast-iron fittings, belting, packing hose, etc. Attention is particularly called to the system of illustrating pump repairs, which is given on pages 197 to 201.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for this page.

New Securities.

The town of Snow Hill, N. C., will vote on the question of issuing bonds for a proposed railroad on December 21.

The bonds to be issued by Brazos county, Texas, will amount to \$20,000 in all. The issue is in charge of the Commissioners' Court at Bryan, Texas.

The people of Palatka, Fla., will vote in December on the question of issuing \$100,000 in bonds for improvements. The mayor will give further information.

The village of Taneytown, Md., will sell \$12,000 worth of 4 per cent. bonds on December 15 to the highest bidder. The town clerk will give further information.

The town of Marceline, Mo., is to vote upon the question of issuing \$18,000 worth in bonds for water-works purposes. The mayor will give further information.

It is stated that Boyle county, Kentucky, has voted in favor of issuing a certain amount of bonds for highway improvements. The county commissioners may be addressed at Danville, Ky.

Dividends and Interest.

The Louisville Motor Power Co. has declared a dividend of \$1.06½ per share.

The directors of the Cheraw & Darlington Railroad Co. have declared a dividend of \$1.50 per share, payable December 10.

Interest coupons due on bonds of the Algiers Water & Electric Co., of New Orleans, La., will be paid at the Louisiana National Bank.

The Pinner's Point Home Co., of Norfolk, Va., has declared a dividend of \$25 per share. Since its reorganization the company has paid \$285 in dividends on each share of its stock.

The Mercantile Trust & Deposit Co. of Baltimore will pay interest due on city of Norfolk 5 per cent. bonds, Manchester Water Co. 6s, Seaboard Air Line equipment 5s, Monongahela River Railroad 6s and city of Lynchburg 4½s.

The interest payments to be made by the Baltimore & Ohio on December 1 are as follows: Interest on \$5,000,000 in receivers' certificates, by the Mercantile Trust Co., of New York; interest on \$956,000 receivers' certificates, by the Maryland Trust Co., of Baltimore.

The following are the December disbursements of interest by Southern railroad corporations: Alabama Great Southern 5s, \$39,600; Alabama Midland 6s, \$15,000; Atlanta, Knoxville & Northern 5s, \$25,000; Augusta Southern 5s, \$10,000; Chesapeake & Ohio 6s, \$4260; Galveston, Harrisburg & San Antonio, \$35,000; Illinois Central 5s, \$25,000; 4s, \$60,000; Kansas City, Fort Scott & Memphis 7s, \$79,645; Louisville & Nashville 6s, \$309,660; 7s, \$122,500; Missouri, Kansas & Texas 7s, \$65,45; 4s, \$795,560; Missouri Pacific 7s, \$137,750; Mobile & Ohio 6s, \$210,000; Ohio River 5s, \$50,000; Seaboard Air Line 5s, \$5707; South Carolina & Georgia 5s, \$10,000; Texas & Pacific 5s, \$530,172; Wilmington, Columbia & Augusta 6s, \$48,000; Tennessee Coal, Iron & Railroad Co. 6s, \$30,000.

Financial Notes.

It is reported that the Loan and Exchange Bank and the Canal Bank of Columbia, S. C., are making arrangements to unite their interests, the business be-

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ing transacted in the building now occupied by the Canal Bank. The matter will be decided at a meeting to be held on December 27.

The American Exchange Bank and the Citizens' Bank of St. Louis, it is reported, have been consolidated, and the business of the latter will be in the future transacted by the American Exchange Bank. Its officers are Walker Hill, president; Alvah Mansur, vice-president, and A. H. Battalle, cashier.

Our Inheritance. The Great Seal of the United States, Vol. I. Its History and Heraldry, Vol. II. Its Significance to Manesseh. By Prof. Charles A. L. Totten. Publishers, Our Race Publishing Co., New Haven, Conn. Price \$1.50 per volume.

In these two volumes Lieutenant Totten has gathered in attractive form a fit addition to the results of many years' patient but enthusiastic investigation in Anglo-Saxon history in its relation to prophecy and the destiny of our race. Ever since the government, at his suggestion, struck off the great seal medal of the United States he has been developing a comprehensive history of that instrument, which has now been published. The volumes are fully illustrated, and in them the author takes ground that the fathers of the republic went directly to the science of symbols for ideas where-

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with to emblazon an ideal, that the seal, particularly its reverse, is a masterpiece of harmonious symbology, is occult and mysterious, and demands explanation. This he essays in the first volume. In the second, which is independent of the other, he enters upon the discussion of the significance of the seal and its relation to the future of the Anglo-Saxon race.

In his annual report Secretary Long, of the navy, announces that in furtherance of his plan for Americanizing the navy, he intends to open temporary recruiting stations on the Gulf coast.

The National Association of Merchants and Travelers, an organization of Chicago, has determined to urge upon Congress the passage of the anti-scalping bill.

The estimate of the cost of the proposed armor-plate plant is \$3,000,000.

TRADE LITERATURE.

Pulleys and Couplings.—A circular and price-list is being issued of the Carhart friction-clutch pulleys and cut-off couplings, manufactured by Messrs. Timmis & Clissold, of Bound Brook, N. J.

"Yellow Jack Knocked Out."—In a circular now being distributed the Southern Log Cart & Supply Co., of Mobile, Ala., informs the public and its patrons that "Yellow Jack has been knocked out by Jack Frost," and that it is now prepared to fill all orders with promptness.

MARYLAND TRUST CO.

Corner South and German Sts.

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A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

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The
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MINING Co.

Owens and is now opening up rich gold mines in the famous Leadville Gold Belt of Colorado. Its mines lie on the same contact vein with the most noted of the great Leadville mines. One of these, the "Little Johnny," is the greatest gold mine in Colorado and perhaps in the world. Its present output is about \$300,000 per month, and it is now paying monthly dividends of \$100,000 to \$200,000. The officers and stockholders of the company are not speculators but are well-known conservative business men. Here are some of them:

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R. E. LYON, President.

STEPHEN H. EMMENS, Vice-President.

H. B. TILDEN, Treasurer.

DIRECTORS:

B. L. Duke, the great tobacco manufacturer of

Durham, N. C.

W. T. O'Brien, of the American Tobacco Co.,

Durham, N. C.

Stephen H. Emmens, Pres. of the Mining and

Industrial Exchange, New York City.

R. E. Lyon, of Baltimore, Md.

L. D. Hearst, Cashier First National Bank, Dur-

ham, N. C.

H. B. Tilden, of Baltimore, Md.

The stock of this company has been listed on

the New York Mining and Industrial Exchange.

The office of the company is at 849 Equitable

Building, Baltimore, Md.

The treasury stock now being offered affords

an investment opportunity that is well worth

looking into.

The company does not care to sell in small lots, but will be glad to confer with investors with reference to the purchase of large blocks. The officers feel confident that the facts to be presented concerning the company's property will appeal to the best informed and most conservative and cautious investor.

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